

# 9th Annual Carbon Report 2019





## Councillor Hearn foreword

This is our ninth Annual Carbon Report, and the second that I am leading on. This report was created to monitor our progress at reducing our carbon emissions, celebrate our successes, and set out our ambitions for the future. It continues to demonstrate our commitment to being accountable.

I have long been passionate about environmental issues, and this has been evident in my activism throughout my life. Crucially, we must recognise that climate change is a social justice issue and those most impacted are often the voices given the least opportunity to speak. Therefore, I am committed to ensuring that the voices of all our community are heard and communicated throughout any and all actions the Council takes in addressing climate change and its impacts in Haringey. To demonstrate this, after the publication of the upcoming Haringey Climate Change Action Plan we will engage with environmental groups and work hard to talk with groups not usually engaged on this issue to address how the borough can deliver our ambition.

2019 was a year where we once again saw the devastating impacts of extreme weather conditions both in the UK and around the world – from flooding to forest fires, the message is clear: we must act now. Key to tackling the climate emergency is recognising that it is a socio-economic issue – with the most vulnerable feeling the most severe effects of a changing climate. If we fail to tackle the climate emergency, we will see it impact upon our resources, diverting resources from areas that desperately need it. Our public health system would be put under even more pressure whilst inequalities in our communities are exacerbated. This is why I believe it is so important for us to tackle climate change head on – making social, institutional, technological and behavioural changes to lessen the impact and create a fairer society.

In 2020 we will publish and then adopt the boroughs Climate Change Action Plan. This will set out the actions and timeframe to deliver a Zero Carbon Borough. As a borough community we will need to come together to work towards its delivery. In tackling climate emissions, we can also help improve our poor air quality which disproportionately impacts children, elderly people and Haringey's most vulnerable communities. As this report

highlights, action on carbon emissions can also help us create a greener, cleaner borough where there are spaces to walk, play and cycle freely.

Between 2016 and 2017 we saw a 6.1% decrease in carbon emissions in Haringey. This puts us on track to achieve our 40:20 ambition two years ahead of schedule. However, we recognise more work needs to be done so that we can become a zero-carbon borough at the earliest possible opportunity.

I am proud of our achievements throughout 2019, and thank all staff, community groups and residents who have contributed to this. I look forward to pushing forward with even more determination in 2020.

A handwritten signature in black ink, appearing to read 'Kirsten Hearn', with a small dot at the end.

**Cllr Kirsten Hearn**  
**Cabinet Member for Climate Change & Sustainability**  
**Ward Councillor for Stroud Green**



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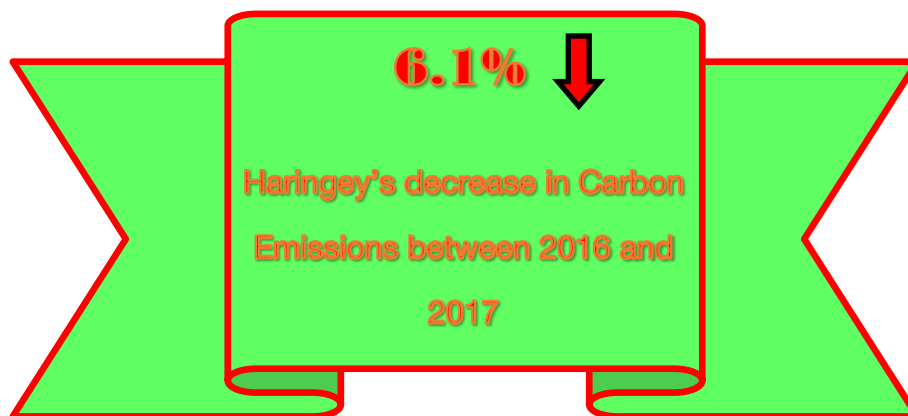
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## Summary

Haringey Council reports progress on reducing carbon emissions across the borough on an annual basis. This is the ninth Annual Carbon Report, outlining key programmes and projects conducted by both the Council and local community groups in 2019. The report covers emissions trends using the latest data from the Department of Business, Energy and Industrial Strategy (BEIS) covering the period from 2005 to 2017. This data is contextualised by comparing our progress in relation to our neighbouring boroughs, London as a whole, and the UK.

Haringey achieved a 6.1% decrease in emissions between 2016 and 17, remaining on track for our 2020 target of reducing emissions by 40% from the 2005 baseline. This reduction is in line with the London average and 2% better than the UK as a whole. So far emissions have decreased by a total of 35.9% since 2005.



Emissions from the domestic sector decreased by 6.7% between 2016 and 17, whilst the transport sector, and industrial and commercial sector saw decreases of 2.9% and 7.7% respectively. Both of these figures are higher than the UK's overall performance and broadly in line with Greater London's figures.





The main body of the report details some of the important projects aimed at reducing carbon emissions in Haringey between November 2018 and November 2019. These were delivered by the Council, local community groups and often a combination of the two. The last part of the report turns attention to ongoing and future projects.

## **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 the carbon reduction made in the business, domestic and transport sectors as well as in the Council's own estate. Future projects are also outlined, to demonstrate the continued commitment to reducing carbon emissions in the borough.

Haringey Council committed to reducing the borough's emissions by 40% by 2020 (coined '40:20') and in 2020 will launch its new action plan setting out the pathway to becoming a zero-carbon borough by the earliest possible date. The aim of the 9<sup>th</sup> Annual Carbon Report is to monitor the steps Haringey and 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, loss of ice and freshwater resources, and a greater frequency and magnitude of natural disasters which are a result of increased stormy weather. The impacts of climate change are both global and 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. This is an emergency that requires us all to take responsibility and action.

It is therefore important to monitor how much carbon we, as a national and local community, produce annually. This will allow us to monitor progress and if necessary changes can be implemented. This also enables us to compare our progress to our regional and national counterparts to ensure we are on the right track.

## **Key Policy Changes – International and National**

### **COP24 in Poland (24<sup>th</sup> Conference of the Parties to the United Nations Framework Convention on Climate Change)**

At 2018's annual COP convention, countries [settled on](#) many of the elements of the 'rulebook' for putting the 2015 Paris agreement into practice. This covered issues such as how countries will measure, report on and verify their emissions-cutting efforts. This helps ensure that all countries are held to the same standards and encourages consistency in the way countries monitor their efforts.

Lots of issues remained unresolved however, with countries such as the USA, Russia, Saudi Arabia and Kuwait joining forces to prevent the conference from fully embracing the Intergovernmental Panel on Climate Change (IPCC) findings (from 2018, which warned against the dangers of allowing warming to reach more than 1.5 degrees Celsius above pre-industrial levels).

### **UK Parliament declares a climate change emergency**

In May 2019 MPs [approved a motion](#), put forward by Labour leader Jeremy Corbyn, to declare an environment and climate emergency. This followed moves by dozens of towns and cities across the UK, including Haringey Council, to declare their own climate emergencies. Wales, Scotland and London had also previously declared a climate emergency. The move in parliament doesn't compel the government to act in any particular way but signals a renewed urgency and seriousness towards climate change.

### **Progress in Preparing for Climate Change Report**

The Committee on Climate Change, an independent statutory body tasked with advising the UK government and Devolved Administrations, released a [report](#) warning that England is not prepared for even a 2°C rise in global temperatures. The report calls on the UK government to raise the profile, and strengthen the governance, of preparations for the impacts of climate change. The report also [recommended](#) a new emissions target for the UK of net-zero greenhouse gases by 2050. The government later adopted legislation to reflect this target, although the Committee remained concerned due to the slow progress made up to this point and the use of international carbon credits.

### **The Bank of England**

In April Mark Carney, the Governor of the Bank of England, joined with the Governor of the Banque de France, François Villeroy de Galhau, [to call on](#) financial regulators, banks and

insurers around the world to ‘raise the bar’ in order to avoid climate catastrophe. They emphasised that a ‘massive reallocation’ of capital was necessary to prevent global warming above the 2°C maximum target set by the Paris climate agreement.

Mark Carney also warned that companies that fail to adapt will go bankrupt, whilst predicting that there are opportunities for growth for companies that recognise the scale of the necessary changes.

## **Key Policy Changes – Regional and Local**

### **London Plan**

The Mayor’s Draft [London Plan](#), the subject of an examination in public in early 2019 and for which the Inspector’s report has been published alongside an ‘Intend to Publish’ version, is expected to be adopted in 2020, sets out a suite of new planning policies for London including a new policy on minimising greenhouse gas emissions (Policy SI2 and SI3). In line with the current London Plan, this policy sets out that major development should be net-zero carbon. It introduces a new requirement for major development proposals to calculate and minimise carbon emissions from parts of the development that are not covered by building regulations, such as equipment and plant i.e. unregulated emissions. In addition, development proposals should now calculate whole life-cycle carbon emissions and demonstrate actions taken to reduce life-cycle carbon emissions.

These policy changes represent further regulation intended to reduce the carbon emitted by large developments.

### **Haringey Climate Emergency**

In March 2019 Haringey Full Council [declared a Climate Emergency](#). This stated an ambition for the Council to revise its zero-carbon target down from 2050. An action plan to achieve this ambition will be launched in 2020. The Climate Emergency was announced as a result of increasing awareness and alarm about the ever-present consequences of climate change. The global movement of climate strikes by school children helped inspire this renewed desire to aim for a better future for young people and our environment. Students from Woodside Secondary school presented the Climate Emergency petition to the Full Council where the resolution was adopted.

### **Haringey Air Quality Action Plan 2019-2024**

The draft version of [Haringey’s Air Quality Action Plan 2019-24](#) was made available on the Council’s website. The final version was published in January 2020, after being agreed by cabinet in November 2019. The plan aims to improve air quality in the borough to make the



borough a better place to live and work. The report recognises that air quality affects everyone living and working in the borough. The plan outlines specific actions to be taken, their expected time scale and estimated price range.

The seven broad topics that the report will focus on are:

- 1) Monitoring and other core statutory duties
- 2) Emissions from developments and buildings
- 3) Public health and awareness raising
- 4) Delivery servicing and freight
- 5) Borough fleet actions
- 6) Localised solutions which seek to improve the environment of neighbourhoods through a combination of measures
- 7) Leaner transport

### **Ultra-Low Emission Vehicle Action Plan 2019-2029**

The draft version of the [Ultra-Low Emission Vehicle Action Plan](#) is now available online, after going out for consultation in early 2019. The final version will be made available in early 2020.

The Action Plan sets the vision and objectives to deliver Haringey's ultra-low emission vehicle network for the next 10 years. The plan is aimed to facilitate the transition towards an ultra-low emission Haringey through providing infrastructure, education and advice to improve local air quality and deliver our climate change ambitions.

This will be achieved by the following actions:

- increasing public awareness of ultra-low emission vehicles, their benefits and charging technologies;
- leading by example and moving the Council fleet to an all ultra-low emission fleet by 2030;
- collaborating to ensure that all commercial fleets operating in the borough use only ultra-low emissions vehicles by 2040;
- developing an electric vehicle charging network in line with expected demand;
- and leading in innovation for carbon-friendly and cost-efficient charging technology.

## **Haringey's Performance**

### **Emissions Data**

The majority of data within this report is recorded by BEIS. Other data is sourced from the Council's carbon management team, local community groups and the London Data Store.

The data on local authority carbon emissions is from the 2017 carbon emissions statistics published in the summer of 2019 (UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2017, BEIS). Specifically, this report has relied on the subset dataset that focusses on emissions within the scope of Local Government control. Due to the complexity of the data collected by the Government, there is always an approximately 2-year delay from actual performance to publication.

In producing the data, BEIS have made some improvements to the methodology and collection of data from previous years. This means that there are some differences between this year's data and the data in previous annual carbon reports. However, BEIS have revised the data from previous years to make it comparable and consistent.

### Emissions trend 2005 – 2017

Haringey's overall emissions fell by 6.1% between 2016 and 17 from 711Kt CO<sub>2</sub> to 667.7Kt CO<sub>2</sub>. This is consistent with 92% (358 out of 391) of Local Authorities that saw decreases in this period. It also puts Haringey in line with Greater London as a whole, which saw a decrease of 6.2%. Our 6 neighbouring boroughs of Barnet, Camden, Enfield, Hackney, Islington and Waltham Forest also saw an average decrease of 6.1%. Therefore, Haringey's overall emissions decrease is in line with both London and our nearest neighbours. Haringey's 6.1% decrease is the 49<sup>th</sup> highest of all 391 local authorities. It also places us as the 16<sup>th</sup> best performing borough out of 33 in London.

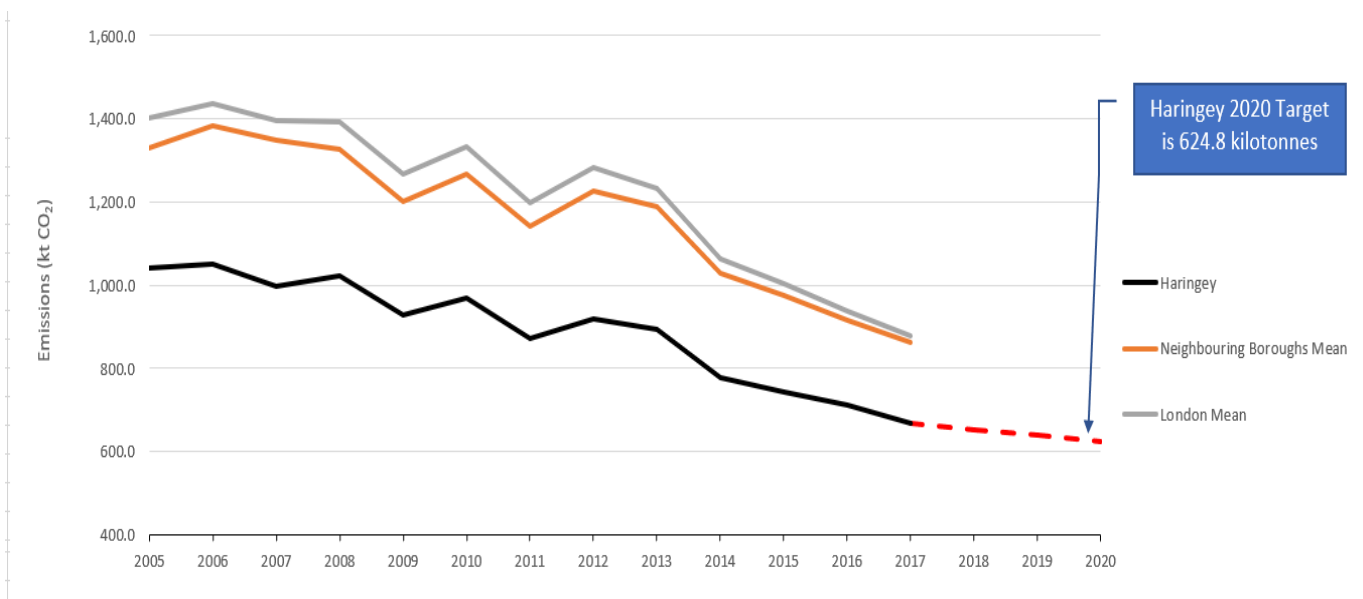


Figure 1: 2005-2017 End-user carbon dioxide emissions trend for Haringey

Since 2005, total emissions in Haringey have decreased by 35.9%. This is higher than the 33.1% decrease seen in the UK as whole and the 34.7% decrease across Greater London in the same period. Also, in the same period, our neighbouring boroughs saw a decrease in emissions of 35.3%. Figure 1 demonstrates how Haringey is on track to achieve its 40:20 ambition of reducing carbon emissions by 40% by 2020 (from the 2005 baseline).

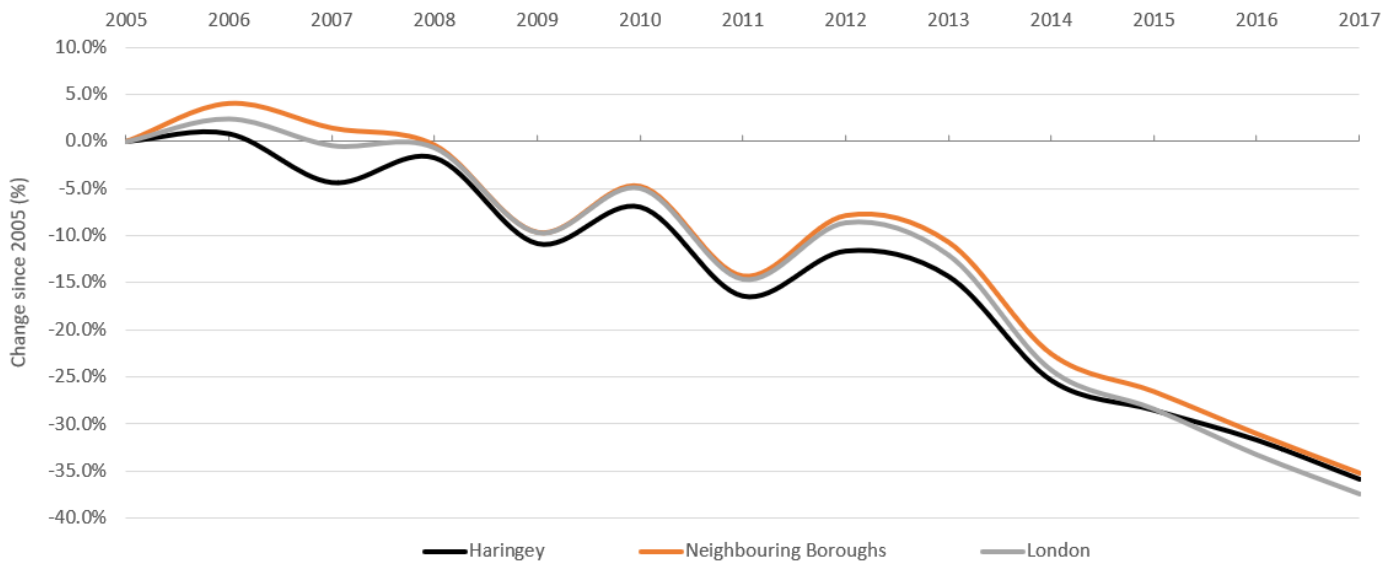


Figure 2: Percentage reduction in CO2 emissions from 2005-2017 in Haringey compared to neighbouring boroughs and London

Figure 2 demonstrates the percentage change since 2005 in carbon emissions. By comparing our progress with our neighbouring boroughs and London as a whole it is possible to track how well we are doing.

### 2017 Performance

To deliver our 40:20 target, Haringey’s emissions need to decrease by a further 4%. Our target is to reach 624.8Kt in 2020. In 2017 we reduced our total emissions by 43.3Kt to 667.7Kt. If we saw a similar decrease between 2017-2018 then we would have already achieved our 40:20 goal, 2 years ahead of schedule. This demonstrates that we are well on track to achieve our 40:20 goal. It is likely that we will achieve our 40:20 target before 2020, but we will need to continue working hard to achieve the zero-carbon target.

### Local Authority and Regional Emissions Per Capita

Since 2005, the level of per-capita emissions in Haringey have decreased by 44.4%, from 4.5 to 2.5 tonnes CO<sub>2</sub> per person. This is a larger decrease than the 39.2% across the UK but is slightly lower than the Greater London average decrease of 46.8%. As demonstrated



by Figure 3 Haringey has the 3<sup>rd</sup> lowest per-capita emissions compared to our 6 neighbouring boroughs.

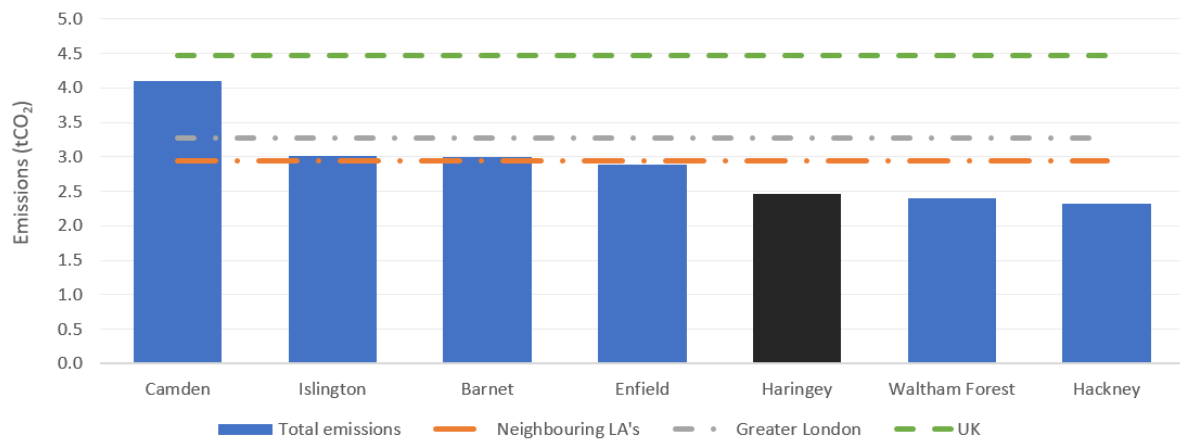


Figure 3: Carbon dioxide emissions per capita for Haringey and neighbouring boroughs (t CO<sub>2</sub> per person)

Between 2016-17 per capita emissions in Haringey reduced by 3.8% to 2.5 tonnes. This reduction is less than the 4.3% in the UK as a whole and the 5.7% decrease seen across Greater London. However, Haringey’s per capita emissions are considerably lower than the London and UK average of 3.3 tonnes and 4.5 tonnes respectively. This can be seen in figure 3 where the green dotted line represents the UK average and the grey dotted line represents Greater London. Crucially, achieving a higher percentage decrease from a lower base would be more difficult. Analysing per capita emissions is useful as it gives a consistent measure that is not affected by population change.

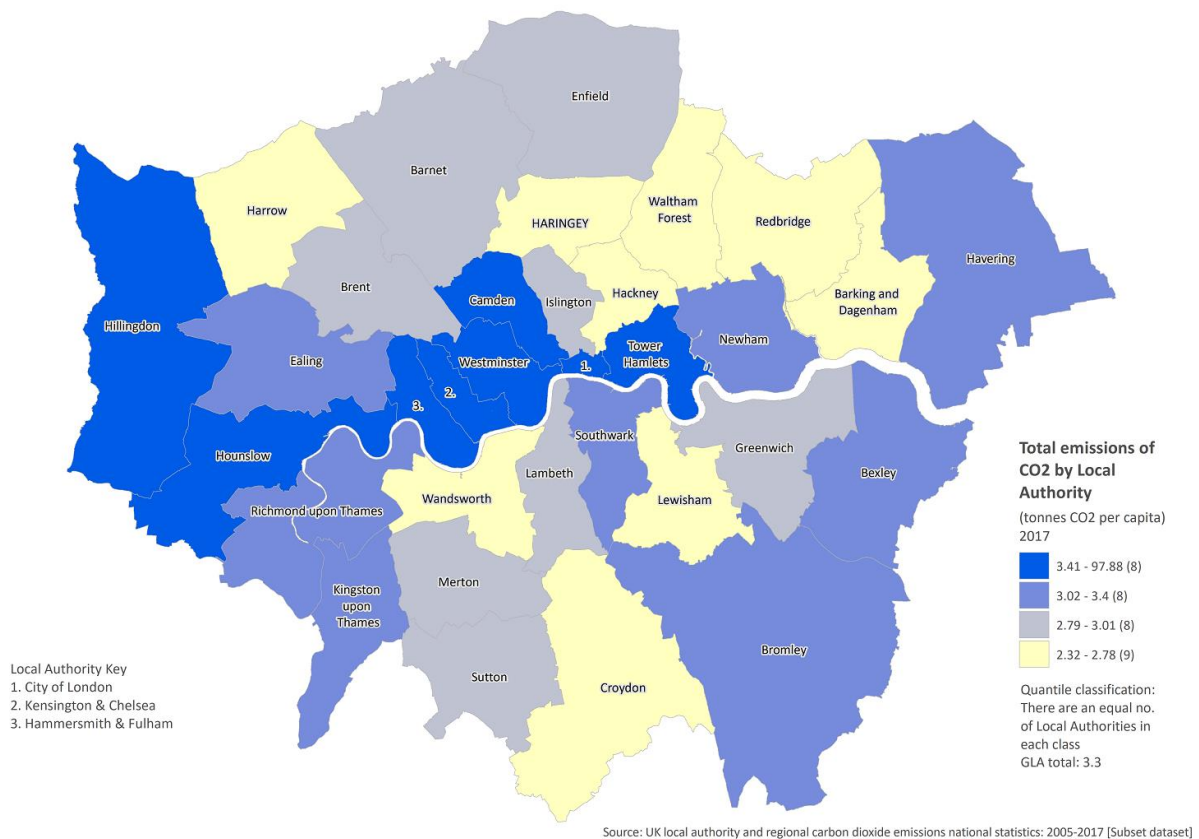


Figure 4: map of London boroughs, demonstrating per-capita emissions

### Emissions by sector 2017

In Haringey, the level of emissions for all three sectors (transport, industry and commercial, and residential) has decreased since 2005. The proportional contribution made by each of these sectors has not changed significantly in this time.

### Sector emissions trends 2005-17

All three sectors have decreased emissions since 2005. In the UK as a whole domestic emissions made up 27% of end-user CO<sub>2</sub>, transport emissions accounted for 36% and 37% are attributed to the commercial and industrial sector.

In Haringey, 24% of emissions are from transport, 50% are domestic and 26% are from the industrial and commercial sector. This is represented in figure 5. These figures demonstrate that domestic emissions make up a higher than average proportion of Haringey’s emissions compared to the UK average. In 23% of Local Authorities the domestic sector had the highest share of end-user CO<sub>2</sub> emissions. For 54% of local authorities, the transport sector was the highest emitting sector.

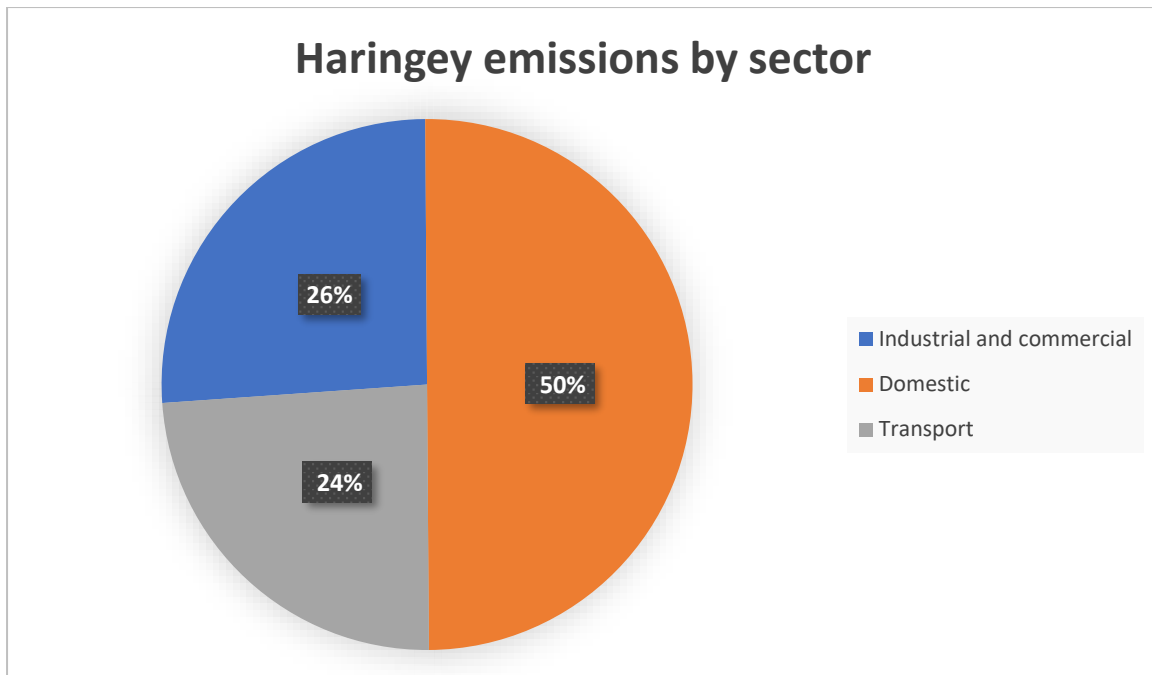


Figure 5: Haringey 2017 proportion of emissions by sector

### Domestic Sector

In 2017, Haringey's domestic sector emissions were 332.3kt Co<sub>2</sub>, 6.7% lower than 2016. This reduction is in line with the 6.6% decrease seen in Greater London and better than the 5.7% reduction achieved across the UK. It places Haringey 11<sup>th</sup> out of 33 London local authorities, all of which saw a decrease in domestic emissions.

Since 2005, emissions from the domestic sector have decreased by 38.4%. This is higher than the 35.9% and 31.2% decreases seen in the UK as a whole and Greater London respectively. This is demonstrated in figure 6. It also shows Haringey outperforming neighbouring boroughs in achieving emissions reductions from the domestic sector.



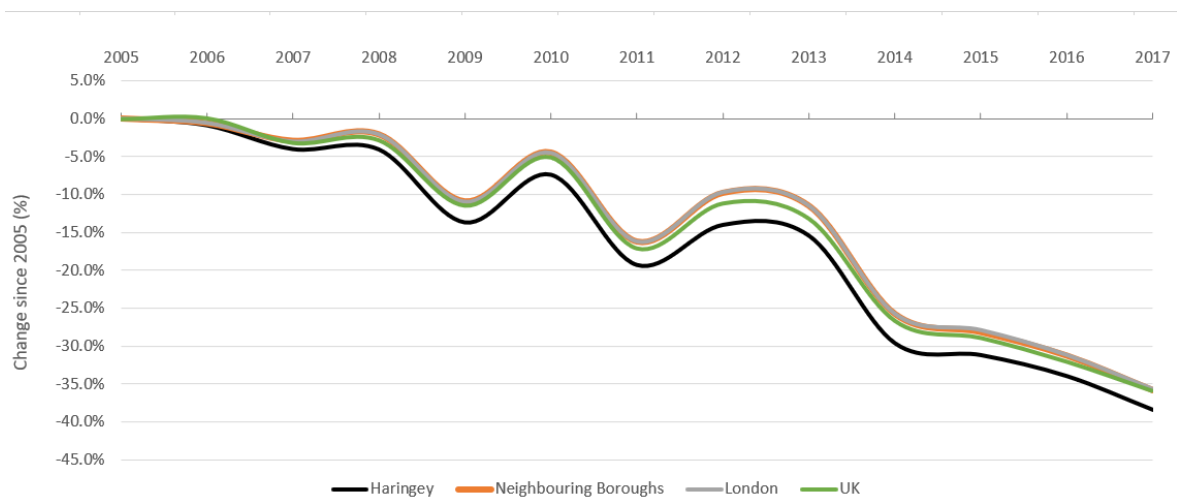


Figure 6: Percentage reduction in Domestic emissions from 2005-2017 in Haringey, London, Neighbouring boroughs and England

The main reason for decreased emissions in the domestic sector is a reduction in the use of coal for electricity generation as well as lower usage of gas, both at a national level.

### Industrial and Commercial Sector

The level of carbon emissions in Haringey’s industrial and commercial sector decreased by 7.7% between 2016-17, to a total of 176.8kt CO<sub>2</sub>. This is higher than the 6% reduction seen across the UK but lower than the 9.1% decrease in Greater London as a whole. The reduction of 7.7% in Haringey is the 119<sup>th</sup> highest reduction from this sector out of 391 local authorities in the UK.

The majority of Local Authorities (352 out of 391) experienced a decrease in emissions in the industrial and commercial sector between 2016 and 2017.

Despite notable increases in emissions in 2006, 2008 and 2012, the overall level of industrial and commercial emissions in Haringey has decreased by 40.2% since 2005. The UK as a whole saw a reduction of 45% in the same period, whilst Greater London saw a decrease of 46.8%. Much of this decline is attributed to the decline of the industrial sector, rather than energy efficiency improvements and measures to reduce carbon emissions. As figure 7 demonstrates, Haringey’s percentage decrease in industrial and commercial emissions is not as good as our neighbouring boroughs, London or the UK. However, Haringey began with a smaller industrial and commercial sector, contributing to a smaller proportion of our total emissions, than many of our comparators.

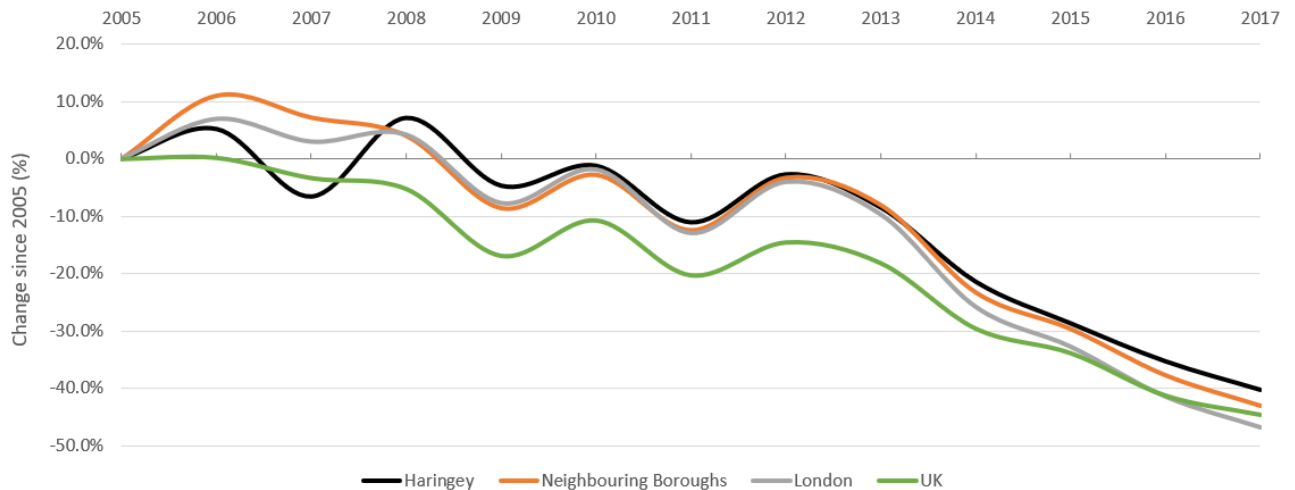


Figure 7: Percentage reduction in Industry & commercial emissions from 2005-2017 in Haringey, London, UK and neighbouring boroughs

## Transport Sector

Emissions from transport in Haringey decreased by 2.9% between 2016-17 to a total of 158.7kt CO<sub>2</sub>. The UK as a whole saw transport emissions increase by 0.4% in the same period, whilst Greater London saw a reduction of 1.1%. In fact, 50% of all local authorities in the UK saw transport emissions increase between 0 and 10 percent.

At the national level, transport emissions are the second highest emitting sector of the UK economy, behind the industry and commercial sector. 50% (194 out of 391) of Local Authorities saw a decrease in transport emissions between 2016-17 whilst 197 Authorities saw an increase. Haringey's 2.9% decrease is the 34<sup>th</sup> highest decrease in transport emissions out of 391 local authorities.

Since 2005, Haringey's transport emissions have decreased by 23.3%, which is considerably higher than the 7.6% decrease across the UK and the 18.9% decrease in Greater London. It is also better than our neighbouring boroughs average of 16.8%, with Waltham Forest seeing a decrease of 15.5% in the same period. These trends can be seen in figure 8.

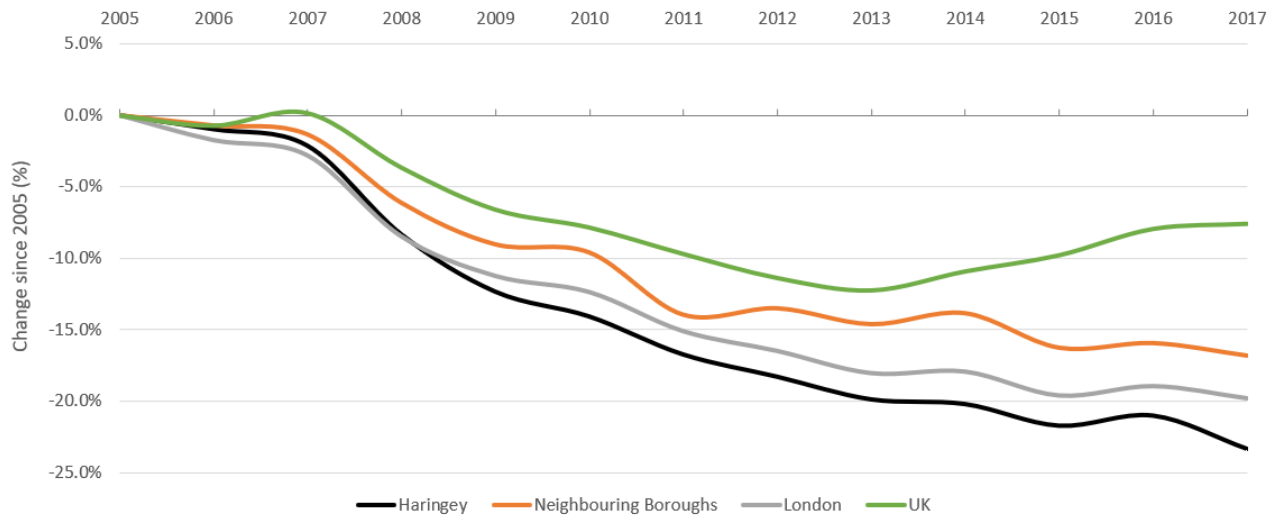


Figure 8: Percentage reduction in transport emissions between 2005-2017 in Haringey, London, UK and neighbouring boroughs

Haringey’s 2.9% decrease in transport emissions places it as the 6<sup>th</sup> highest decrease out of 33 London local authorities. It is important to note that these decreases have occurred whilst the population has grown, car ownership has increased, and vehicle kilometres travelled has risen. This has been made possible due to improvements to fuel efficiency and the lower petrol consumption of newer cars.

## Key Projects since 2018

### Haringey Climate Action Plan

To reflect the Climate Emergency the Council is working to revise its goal of achieving net-zero carbon emissions by 2050. A new Action Plan will be published in 2020 that will set out how Haringey will go about achieving this goal. This new plan will build on the work of the pioneering 2009 Haringey Carbon Commission and 2017’s [Haringey Zero by 2050](#) commission report.

In the past 12 months, the Council has continued working with energy consultants Ove Arup to support the development of a new trajectory for Haringey, which will indicate the key measures needed to achieve this ambition.

This ambitious new plan is a direct response to the knowledge that not enough has been done so far to tackle climate change locally and globally. Following the IPCC 2018 findings, that warned of the catastrophic consequences should we fail to limit global warming to 1.5C above pre-industrial levels, there has been a renewed sense of urgency in regard to tackling climate change. By aiming to be zero-carbon by the earliest possible date,

Haringey Council is signalling that it takes this threat seriously and is willing to rise to the fundamental and necessary changes required.

We believe this is an achievable and realistic goal, but the Council will require more financial and statutory powers to ensure success. To do this, the Council will lobby central government to encourage them to enable local authorities to do more on climate change and carbon emissions.

### **Haringey Affordable Energy Strategy 2020-2025**

Haringey's Affordable Energy Strategy will aim to reduce the number of households struggling to afford to adequately power their homes. This will improve the health and wellbeing of residents by improving the energy efficiency of housing and reducing overheating risks and connecting residents to support services to overcome the many causes of fuel poverty such as energy prices, low incomes and unemployment. It will achieve these goals by increasing the number of households receiving energy advice and expanding available support and improve housing energy performance.

This report will replace the previous Affordable Warmth Strategies. This is to recognise that fuel poverty goes beyond cold homes and related health effects. It also recognises the fact that in a changing climate, there is a need to keep homes cool during periods of high temperatures as well as warm in winter.

The report is currently out for public consultation (January 2020), with adoption targeted for early summer 2020.

### **Lordship Lane School Street**

2019 saw the introduction of Haringey's first school street outside Lordship Lane primary school. A school street is where the road(s) outside of a school are closed during the pickup and drop off times. Starting from February 2019 the southern section of Ellenborough Road, which is the main entrance to Lordship Lane primary school, is now closed between 8:30-9:15am and 2:45-3:30pm, with pop-up bollards being erected during these times. The goal is to improve road safety, accessibility and air quality in the area and promote more sustainable forms of travel to and from school.

Lordship Lane primary school was chosen due to:

- High levels of air pollution
- It was one of fifty schools audited and supported by the Mayor's Air Quality Fund
- The road is a cul-de-sac, making a school street easily enforceable
- Award of Gold level by TFL's STARS accreditation

The Council hopes to introduce more school streets in the borough in the near future and is developing an Action Plan to enable this.

**Lordship Lane school headteacher Michelle Randles said:**

“The roads around the school are already less busy and the air feels cleaner. Children have commented that they feel safer, and many parents are thoroughly enjoying the experience of walking to school with their children.”

### **Pension Investment in Low Carbon Industries**

In July, Haringey’s pension committee agreed to move its Emerging Markets fund, worth about £100m, into a low-carbon index. In October, the Council announced how this was going to be done. The Haringey Pension Fund is to be the seed investor in a MSCI Emerging Markets Low Carbon Target Index Fund. This low carbon fund aims to reduce exposure to carbon emissions of these investments by an estimated 73% compared to the fund’s previous emerging market investments.

This decision was driven by the belief that climate change and significant investments in fossil fuels present a long-term financial risk to the pension fund. This investment, in combination with the fund’s existing holding in the MSCI World Low Carbon Target Index represents approximately 26% of the fund’s investments (with the remainder invested in a wide range of assets).

The pension fund’s allocation to funds which focus on reducing exposure to carbon emissions is not the only strand to the fund’s ESG (environmental social and corporate governance) policy. The fund has previously committed to invest 5% of the fund (£70m), in renewable energy infrastructure, which the fund believes will deliver the required returns for the fund, and also make a meaningful and impactful contribution to positive environmental practices.



**Cllr Matt White, Chair of Haringey combined Pensions Committee and Board (PCB):**

“I’m happy that Haringey Pension Fund has once again shown that we’re a leader in ensuring our investments have a positive environmental impact. This decision by the PCB is in line with Haringey Council’s recent climate emergency declaration and demonstrates that we can make a contribution to combatting catastrophic climate change without reducing the returns on our investments.”

### **Solar Together London**

Haringey took part in the Solar Together London programme again in 2018/19. This GLA group-buying scheme gave residents the opportunity to buy high quality solar panels at a competitive price. Haringey’s promotion of the scheme included a direct mail out supported by a digital marketing and social media campaign.

In total 82 solar installations took place, providing over 77.8 kw of electricity and saving over 50 tonnes of CO<sub>2</sub>. Participants saved a minimum of 6% and a maximum of 25% on market rates. Haringey saw the highest number of registrations and installs for the second year in a row.

Following an auction conducted by iChoosr, Ecolution was chosen as the supplier. Residents on average saved 20% on market rates on their solar panels and installation.

### **Council Emissions**

Haringey Council is the borough’s largest employer, and with a number of buildings, a large vehicle fleet and wide array of services being provided, it is one of the more significant sources of non-domestic emissions. Haringey Council has continued to successfully decrease its total corporate footprint, seeing a reduction of 1,651t CO<sub>2</sub> between 2017-18 and 2018-19. This is a further 21% reduction since the previous year. From the baseline level of 12,840t CO<sub>2</sub> in 2014/15 there has been a 51% reduction in annual emissions, totalling 6,254t CO<sub>2</sub> in 2018/19. These figures represent the Council’s total consumption on all of the Council’s estate.

The Council wishes to lead by example in Haringey’s efforts to tackle climate change and being the largest employer in the borough means that we are well placed to make a significant impact.

## **Waste**

The Council continues to provide comprehensive recycling services to all households, covering the key recyclables required by the Mayor of London's Environment Strategy.

In 2018/19 we reused, recycled or composted 24,258 tonnes of waste. Of the waste that is not recycled (the 'residual' waste left over), the average annual amount per household reduced from 515kg to 511kg. Through the North London Waste Prevention Programme, delivered in partnership with North London Waste Authority, over 10,000 tonnes of waste are estimated to be avoided each year across the north London area.

As part of the North London Waste Authority, we have reduced waste to landfill to around 8% of total residual waste. Further to the carbon savings from recycling and reuse, by using energy from waste for the majority of our residual waste we are saving the equivalent of 140,000 tonnes of CO<sub>2</sub> every year compared with disposing to landfill, equivalent to taking 60,000 cars off the road each year.

The Council, together with the North London Waste Authority and our contractor Veolia, provide grants to community projects that support sustainable use of resources, such as waste minimisation, reuse or composting.

## **Future housebuilding**

The Council has stated an ambition to deliver a thousand new Council homes at Council rents by May 2022 - homes that are high quality and in communities where residents are proud to live. The Council wants these homes to be truly affordable – affordable not only to rent – but, by preventing energy poverty, affordable to run.

The Housing programme is made up of several strands. The Council's strong preference is to build this new generation of Council homes directly, on its own land. Schemes directly delivered by the Council will be built to the highest standard possible within site and budget constraints. For example, some individual schemes will aim for PassivHaus certification – which are some of the most exacting energy efficiency standards in the world. Furthermore, conversions and infills will work with designers and contractors to achieve the best standard possible. However, in the context of urgent need, and to maximise the overall number of new Council homes, the Council is also actively seeking opportunities to acquire homes to let at Council rents. In some cases, this will mean acquiring homes being developed by private developers that will become affordable housing under existing s106 agreements. The Council aims to acquire homes at as early a stage as possible in order to ensure that the homes meet its standards. Nevertheless, our ability to influence design and energy standards is more limited.

## **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% of air pollution is caused by road transport in Haringey. Below are some of the events that Haringey worked on in 2019 to tackle the problem of poor air quality.

### **National Clean Air Day**

On 20<sup>th</sup> June 2019 Haringey once again took part in the National Clean Air Day. The following actions were taken on the day to promote clean air in the borough:

- An anti-idling campaign took place at two schools (Bounds Green Primary School and Coleridge School) during drop-off and pick-up times – enforcement officers were present, handing out leaflets and materials relating to air quality
- The Smarter Travel Team held air pollution events at Mulberry Primary School – this included workshops and play sessions in the playground
- An online campaign targeting key audiences, such as parents, promoted the benefits of not using the car and the impact pollution has on the community
- All schools were sent information and resources to use on the day
- Information and advice were provided to Council staff to tell them what they can do to improve air quality

### **National Car Free Day**

On 22<sup>nd</sup> September 2019 Haringey took part in National Car Free Day. At least 200 families attended the event and across the day the Council engaged with and assisted 12 events to operate in the borough. Specific actions included:

- Middle Lane, a commercial street, was closed to traffic for 8 hours
- Smarter Travel information was offered to residents
- The regular street market was expanded to include a larger variety of events
- Assistance was given to 10 play streets on the day, allowing roads to be closed so children and residents could enjoy playing out

- These play streets were on Clinton Road, N15; Seaford Road, N15; Malvern Road N8; Etheldene Avenue, N10; Pemberton Road, N4; Langham Road, N15; Fairfax road, N8; Melrose Avenue, N22; Birchwood Avenue, N10; and Tottenham Green Market, N15.

This event was well received and it is planned that the Council will fund and support events to mark car free day every year.



9: Mayor of Haringey Sheila Peacock enjoying the Clinton Road play street with local residents





10: residents enjoying Middle Lane play street on National Car Free Day

### **Car Idling campaigns**

Idling cars are a big problem outside of schools in the borough and contribute to carbon emissions and damaging air quality. Often, cars are left idling for extended periods of times outside of schools whilst waiting to pick up children, contributing to emissions and poor air quality in the surrounding area. As a result, a group of parents from Rokesly School worked hard to design campaign materials and gain support from local headteachers and parents. With help from the Council, this group were able to distribute their materials, including a 1m x 2m banner, to five schools in the borough who volunteered to take part in a day of action on November 8<sup>th</sup>, 2019. The 5 schools to receive packs were Rokesly Junior School, Rokesly Infants School, Campsbourne Primary School, The Mulberry School and Welbourne Primary. They also developed homework tasks, presentation materials and free information to be accessed at [londonsustainableschools.org](http://londonsustainableschools.org). This day was coined by the parent's group as the 'masked crusaders', using the imagery of anti-pollution masks to draw attention to the ill effects of poor air quality.

Other schools, such as Our Lady of Muswell Hill and North Harringay Primary school, also got involved with the campaign day and got students to design their own materials.



Figure 11: photos from the day of anti-idling action

“This was a fantastic opportunity for the whole school community to come together and show its support for this important issue, it has become a real talking point with all the children. ‘Cough cough engines off!’ is being heard throughout the playground!”

**Lara, Head of PSA at Rokesly School**

## Energy Efficiency

### SHINE London

Haringey has partnered with Seasonal Health Intervention Network (SHINE London) to provide energy vulnerable homeowners, private-rented tenants and residents with free energy advice. They offer 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 96 homes in the borough. These services included 22 home visits resulting in an average cost saving of £90. The average overall cost saving for SHINE clients was £230. These changes also reduce the carbon consumption of users.

- 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)

## **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 homes warm. In the past year LEAP have continued to work with residents in Haringey. Some of their work included:

- 200 visits for energy advice
- 840 LED bulbs fitted
- 14 windows draught-proofed
- 55 shower aerators fitted
- 35 door brushes fitted
- 44 TV standby plugs installed

The energy advice visits resulted in unit bill savings of £171 and total lifetime bill savings of £34,200. The other measures resulted in total lifetime bill savings of £129,980 and 604 tonnes of carbon being saved.

## **Public Voice**

Fuel poverty remains high in Haringey. In 2019, the Council supported a bid by Public Voice to UK Power Networks to increase the number of residents referred to SHINE London in the borough. This will be done through Public Voice's network of volunteers and 8 energy advice events being held in the borough. The first event is scheduled for 27<sup>th</sup> November 2019 and is titled 'stay well this winter'.

Public Voice aim to build energy resilience by providing energy advice, practical support, signposting and outreach services. They train volunteers and staff to be able to identify vulnerable situations and fuel poverty and give targeted advice. So far, they have 17 staff members and 42 volunteers and are producing Haringey specific targeted materials which clearly outline the energy advice options available to them.

Council officers have also secured free training from National Energy Action (NEA) to train their volunteers. This training has included an 'identify vulnerable situations and fuel poverty' workshop on the 8<sup>th</sup> October 2019 and an 'introduction to domestic energy efficiency' session on 15<sup>th</sup> October 2019.

## **Decentralised Energy Network (DEN)**

District 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 (so DENs enable consumers to use heat technologies which only work at scale).

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% of the distributable profit. The Affordable Energy Strategy proposes that this revenue is ringfenced for environmental initiatives and improvements.

The Council has 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. The two existing DENs in the borough are at Hale Village and the Broadwater Farm Estate. Additional to this, the planned redevelopment of St Ann's hospital in the south of Haringey is expected to include a DEN.

The most progressed Council-led DEN scheme in Haringey is at North Tottenham. The Council developed a business case for establishing a DEN off the back of the planned regeneration of High Road West with potential to grow across the wider neighbourhood to include development by THFC and beyond. The business case, which proposed the Council taking on most of the delivery roles, was approved by Cabinet in January 2017. A business case is also being developed for a DEN in Wood Green.

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

London Plan Policy 5.2 states that all new major developments must achieve net-zero carbon on-site emissions. The draft London Plan also introduces a new requirement for

major development proposals to calculate and minimise carbon emissions for parts of the development that are not covered by building regulations.

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 emissions targets cannot be fully achieved on-site, measures to make up the shortfall to zero 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 £350,000 has been paid to the Council for carbon reduction projects. A further £2,468,551 has been secured through S106 agreements. It is important to note that these are only paid if a development actually goes ahead.

To enable the delivery of the Zero Carbon Standard through planning the Council will now charge £95.00 per tonne of carbon over 30 years from development for proposals submitted after 1<sup>st</sup> January 2020. It will push developers to do more on site and increase the energy efficiency standard in new development, rather than pay into this into the carbon offsetting fund. This will help ensure that new developments achieve the Zero Carbon Standard as set out in London Plan and Haringey planning policy requirements, which covers all new domestic and non-domestic development. The Council will also develop its own local cost of carbon during 2020. This will then be integrated into the new Local Plan review which will start in 2020.

### **Energy efficiency in Haringey Council homes**

The table below shows the number of measures installed in Haringey's Council homes through Homes for Haringey's Major Works Programme between 01/04/2018 and 31/03/19. These measures all improve a dwelling's energy performance, meaning less carbon is wasted and money is saved.

<b>Measure</b>	<b>Number of dwellings</b>
Boiler renewal	1115
Roof or Loft Insulation	144
Double Glazed Windows	151

Homes for Haringey replaced the individual gas boiler system with a new communal heating and hot water system in nine blocks on the Broadwater Farm Estate. This benefitted 728 dwellings with work being completed at the end of October 2018. Nearby Willow School will

also benefit from upgrade works within the refurbished energy centre. The final design and installation are due for completion in December 2019.

## Transport

### Wood Green Neighbourhood 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:

### Electric Vehicle Showcase

On Friday 4<sup>th</sup> October 2019 Wood Green hosted an electric vehicle showcase which demonstrated the breadth and range of electric vehicles currently available for personal and business use in the UK. Several exhibition areas were set up around Wood Green including by the tube station and outside of the library. Here, a variety of electric vehicles were on display and information was available for those who were interested. The vehicles included an electric taxi, van and scooters as well as more traditional electric family cars.



12: local residents checking out electric work vehicles at the electric vehicle showcase



## Event for driving instructors

On 19<sup>th</sup> July 2019 an event was held for driving instructors to give them information about the alternative vehicle options they have available that would reduce their carbon footprint. The aim was to make more people aware that electric vehicles are not just a luxury option but can be a practical alternative for anyone who drives a car, even if your car is needed for business.

## Taxi Rapid Charging Point

A new rapid charging point was installed on Gladstone Avenue by the taxi stand, going live in November 2019. This equips the area for the future and enables local taxi drivers to consider the switch to electric vehicles as the necessary infrastructure becomes more accessible.



13: Electric Taxi rank on Gladstone Avenue

## Electric Vehicle charging points

Over the past year 38 new charging points have been installed across the borough. These range from 7-22kW.

TFL have installed 4 rapid chargers on their roads in the borough, with a further 5 rapid charging points planned.



14: electric vehicles on display in Wood Green

### **Ultra-Low Emission Vehicle Workshop**

On Tuesday 9<sup>th</sup> March 2019 the Neighbourhood of the Future programme held a breakfast briefing in conjunction with the [Energy Saving Trust](#) for small and medium businesses in Haringey to offer tailored information on electric vehicle options. This included information on electric vans and other business vehicles. During the discussion, topics covered included the impact of the new ULEZ charge, the business case for switching to electric and Haringey's charging infrastructure plans. There were also opportunities to test drive the electric vehicles that were on display.

### **The Liveable Neighbourhoods conference**

This year, Alexandra Palace played host to the first London-wide Liveable Neighbourhoods event to discuss how to create walking and cycling friendly environments. The event was part of TFL and the Mayor of London's £114 million Liveable Neighbourhoods programme which works with 18 London boroughs to create streets and places that encourage walking, cycling and the use of public transport.

The conference brought together councillors, council officers and industry experts to discuss what makes a liveable neighbourhood; sessions were held on planning and



community engagement; knowledge-sharing workshops and design seminars to share case studies and experience.

After the conference finished there was a walking and cycling tour of the Crouch End area, where the Council has secured £4.8 million of funding to radically change travel behaviour through new safer cycling connections to the town centre, tube and rail interchanges. The project is currently developing proposals for the area and trialling road closures to explore elements of the plans.



15: audience enjoying the liveable neighbourhoods conference

## **Liveable Crouch End**

As mentioned above, Haringey were awarded £4.8 million of funding by Transport for London (TfL) to carry out a Liveable Neighbourhoods scheme in the Crouch End area. The scheme aims to encourage walking, cycling and the use of public transport for residents, business and visitors, as well as improving health and air quality in the area. Crouch End represents an important cycling route from Wood Green to Kentish Town and therefore was chosen as one of 7 areas to receive funding from TfL in 2017. So far, the Council has undertaken pre-engagement and community engagement which has informed the scope of the plans. There have also been workshops so that residents and stakeholders have had the opportunity to feedback, co-design and assess design ideas. Currently, concept options are being explored to develop the proposals which will then be put to public consultation. Meanwhile, the Council has trialled road-closures over a two-week period,



allowing elements of the proposals to be explored and enabling the community to further input into the design.



16: Map of Crouch End

## Car Clubs

A car club scheme is one of several parking policies used to influence travel behaviour. By providing residents with a convenient alternative to car ownership we can reduce local parking pressures, reduce traffic congestion and encourage the use of more sustainable forms of transport.

Haringey continues to expand the car club network to increase accessibility and choice of car club services for residents. There are plans to electrify the existing and new car club bays.

Haringey has two types of car clubs operating in the borough. 'Floating' or 'Flexible' car clubs and 'point to point' or 'fixed-bay' car clubs. Floating car clubs allow users to end their journeys wherever is convenient, whilst fixed-bay clubs require the car to be returned to the bay the journey began in. DriveNow and Zip Car operate the floating car club services in the borough due to a contract that was approved by the Council in July 2019. Previously, only DriveNow operated floating car clubs in the borough. According to a Carplus report, each floating car club car in London replaced 13.4 private vehicles from the road in 2016/17.

DriveNow have recently announced that from February 2020 they will cease operating in London. However, Zip Car will continue to operate in Haringey.

Zip Car have also operated the fixed bay car clubs in the borough since 2009 and continue to do so.

### **Controlled Parking Zones**

The Council is planning to introduce 6 new Controlled Parking Zone areas in 2019/20. As well as this there are 6 extensions planned and 4 CPZ's are to be reviewed. These zones reduce commuter parking and vehicles traveling into the borough. By creating a financial incentive against driving the aim is to encourage the use of more sustainable forms of transport.

### **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**

In 2018/19:

- 1,550 children received cycle training
- 841 bikes were serviced as part of the regular Dr Bike sessions at Priory Park, Finsbury Park and Bruce Castle Park

### **Saddle and Sole Festival of Walking and Cycling**

On 16<sup>th</sup> June 2019, Haringey held the 7<sup>th</sup> Festival of Cycling, a tri-borough event held in Finsbury Park in conjunction with Hackney and Islington. The event was a huge success and saw:

- 1,500 attendees
- 200 people participating in an 'Italian Job' cycle ride
- 200 people taking part in Rollapaluza – static bike racing
- 100 people participating in Exchanging Places, to look at cycling from a lorry drivers perspective
- 150 children having a go at balance bikes simulated road riding
- 220 bikes being fixed by Dr Bike

- 71 bikes security marked by the police
- 54 people took part in or signed up to cycle training
- 70 people testing out an electric bike
- 150 children participated in a scooter training obstacle course



*17: residents enjoying the cycling festival*

The event continues to be a massive success and this year was recognised at the London Transport Awards with the Team/Partnership Award.

### **Five/Ten Minute Walk Zones**

Where schools highlight a problem with parents parking near their schools, want to improve air pollution levels, and improve the health and wellbeing of pupils and families, we work with them to create a five- and ten-minute walk zone. By working with a group of pupils to map a suitable area around the school, the smarter travel team produce and distribute this map to every family. This makes it easy for people to see how quickly they can walk to the school from nearby areas and helps to discourage people driving short distances or driving up to the entrance of schools. So far, the Council has worked with 30 schools to develop their 5- and 10-minute walk zones and then promote the map, its purpose and key messages to parents and carers.

## **Walk to School Week**

In May 2019 schools held an action-packed awareness week to encourage as many parents and carers as possible to walk their children to school. Using resources from the [Living Streets website](#), schools ran awareness raising and information lessons for key stage 1 and 2 during a week of their choosing in May. This helps the children learn vital road safety, awareness and orientation skills. The added benefit is that fewer cars will drive to the schools, improving air quality and reducing carbon.

To compliment this work, throughout the year the smarter travel team runs the Walk Once a Week (WOW) scheme where children are incentivised to walk to school with 11 different badges designed by children.

## **HARI Bear**

In 2018 students across the borough designed teddy bears for the HARI bear programme. In 2019 we reproduced 15 of these teddy bears and hid them in five parks in the borough. Schools were encouraged to take classes along to a park and try to find all 15, then take a note of the messages on them or take photographs with the pictures. 46 schools took part in the relay walk around the borough. The goal is to encourage schools and the local community to walk around and get to know their local parks and open spaces.

HARI (Healthy, Active, Responsible, Independent) bear is also a free resource kit for all infants and early years pupils. It encourages classes to compete between themselves to see who has the most walkers in a set period of time. The winning class get to keep the teddy in their class for a set time and children are allowed to take it home. The pupils are also encouraged to complete the teddy's walking diary to show that they have been taking part in active travel.

## **Cycling maintenance project**

As part of the Mayor's Air Quality Fund (MAQF) the Council was able to deliver a cycle maintenance project for the second year running. The project delivered:

- Basic bike maintenance training for 4 schools in the borough (Stamford Hill Primary, Alexandra Primary, West Green Primary school and Devonshire Hill Nursery & Primary school)
- 2 hours of training delivered to 61 pupils
- Bike safety checks, tire and inner tube removal and refitting and fixing punctures



### Student Feedback

*'Wow! You can fix your own bike without having to wait for your Mum or Dad to take it somewhere to get it fixed.'*

Devonshire Hill Nursery & Primary school

*'Thank you so much for arranging the bike maintenance sessions for us. Was a fabulous day and I know the children enjoyed it and learnt lots! The trainers were brilliant! Thank you to them both!'*

West Green Primary school



18: children being shown how to maintain their bikes

Learning cycle maintenance enables children to fix and maintain their own bikes, making it easier to cycle to school regularly. Many pupils expressed that problems with their bikes had previously prevented them from cycling to school.

### **STARS (Sustainable Travel: Active, Responsible, Safe)**

STARS is an accreditation system by TFL that works with schools to encourage mode shift towards more sustainable transport. They survey, monitor and record the school's progress, with accreditation being graded on a gold, silver and bronze scale based on the level of engagement and the number of activities undertaken.

In Haringey, 40 schools have achieved gold status, 10 silver and 15 bronze. The Council will continue to work with schools to find new ways to encourage mode shift towards more sustainable methods of transport.

## **Travel Planning**

Haringey continued to encourage and support all schools across the borough to develop and implement school travel plans. The travel plans evidence the initiatives that schools implement to make travel safer and more sustainable for students, parents and staff. They are an important tool to encourage modal shift. Activities include:

- Monthly newsletter that goes to all STARs (Sustainable Travel: Active, Responsible, Safe) accredited schools
- Annual STARs celebration awards, where schools can also attend workshops to develop new initiatives as well as celebrating their success
- Delivering national campaigns such as walk to school week, Car Free Day and Clean Air Day

More than 95% of schools in Haringey have travel plans.

## **Community Projects**

### **Selby Trust**

The Selby Trust Centre welcome 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 focussed projects under their 'Green Hub' stream, such as the Green Wheels project, detailed below.

#### Green Wheels

Green Wheels is a bicycle project run by the Selby Trust. It was created in 2014 to encourage health and wellbeing and for local people to learn new skills through cycling and maintaining their bicycles.

This project helps improve community travel opportunities in partnership with the Council and other mainstream organisations.

Actions undertaken include getting kids and parents to join sessions on how to cycle and how to maintain bicycles; providing incentives (such as high quality tutors) to cycle; finding peers who can be trained and support others in the community; encouraging local people

to 'leave the car at home'; and participating in community festivals to promote cycling, wellbeing and reduce carbon emissions.

### **Transition Crouch End**

This group holds 'Green on the Screen' film showings with discussion to raise awareness of topical climate issues. Films shown include 'A Plastic Ocean' which explores the global effects of plastic pollution. In 2019 they also held workshops and street parties to support the Extinction Rebellion protests.

### **Haringey Climate Forum**

The Haringey Climate Forum is an organisation that was set up to carry forward and monitor the proposals of the Carbon Commission Report. It is made up by councillors from both parties in the Council and local environmental and community groups. They scrutinise major policies and projects in Haringey to encourage best performance on climate change. They also work to encourage information sharing between the Council and environmental and community groups in the borough.

### **The Community Grants Programme**

The community grants programme on Carbon reduction is continuing, with £10,000 per year available to community groups delivering carbon reduction projects. The Haringey Climate Forum run an open application period each year for community groups to submit their proposals.

This year Haringey Climate Forum funded four projects via the community grants programme. The projects they funded were:

- Providing £1,500 to install double glazing for a café on Wolves Lane, improving energy efficiency and reducing energy bills
- Awarding Global Group with £4,500 to install 450 LED light bulbs in 250 homes in Northumberland Park. Global Group are an organisation with strong ties to the Northumberland Park community. The new LED bulbs will save up to 72 tonnes of CO<sub>2</sub> emissions per year. Global Group also surveyed residents on their attitudes to climate change and energy use, finding that younger residents were most likely to be aware of the impact of CO<sub>2</sub> on the environment.
- The Haringey Wheely Tots group were awarded £3,000 to carry out a project that recruited eight cycling ambassadors to take the two-day Cytech Home Mechanic course and the four-day National Cycle Instructor Training. The ambassadors connected with three schools and children's centres to work more extensively on the project. They have also attended community events to share advice and



encourage members of the public to cycle. One ambassador said, *“I’m bursting at the seams to share my new understanding with people, to help them feel safe, confident and eager to cycle around.”*

- The Friends of Chestnut Park group was awarded £1,000 to improve the pedestrian route for pupils and parents going to St Ann’s School. This enabled them to provide a gate in the park fence and associated paths so that people could cross Blackboy Lane at the controlled crossing. The aim is to encourage more walking and cycling to the school by making it a safer and more enjoyable experience.

### **‘Go Green’ – Green Chestnuts Eco Urban Lifestyle Festival**

On Friday 27<sup>th</sup> September 2019 the Green Chestnuts Eco Urban Lifestyle Festival was held at the Chestnuts Community Centre in Tottenham. The event took place to coincide with the Global Climate Strike where millions of people around the world walked out of schools, workplaces and homes to join young climate strikers on the streets and demand more urgency on climate change.

The festival had stalls, live demonstrations and innovative workshops all with the intention of promoting friendly, sustainable, natural local products and services.

### **Muswell Hill Sustainability Group**

Muswell Hill Sustainability Group’s (MHSG) work extended its range from well-established home energy efficiency events into exploration of sustainable food production and participation in global climate change campaigning.

The sixth Green Open Homes event In November 2018 welcomed over 100 visitors to gain inspiration for energy-saving action. An energy advice evening and household thermal imaging surveys carried out by request provided further support.

MHSG events also explored energy-saving strategies at community and global level. A film shown in February about a former mining village in France demonstrated how successful transitions to a low carbon economy can be achieved. By contrast Imperial College Senior Policy Fellow Neil Hirst was expert speaker on ‘Global Politics of Sustainable Energy’ at a meeting in November.

This year MHSG introduced a new Carbon Calculator tool at community events. This tool enables residents to compare their carbon generation from household energy use, driving, flying and meat-eating with the UK average.

In April local food suppliers Eco Cuisine and Riverford Organics supplied a feast for both mind and body with talks and samples at a ‘Celebration of Sustainable Eating’ event, with

advice from the Olio app's representative about passing on surplus food to prevent waste. Food waste on a larger scale was the subject of local photo-journalist Chris King's illuminating talk and slide show in September.

MHSG formed a local affinity group to support the international Extinction Rebellion actions demanding urgent Government action on climate change. In April and October members staged 'Die-ins' in Muswell Hill and leafleted the public in Highgate and Bounds Green to highlight the large-scale actions in central London.

<https://mhsgroup.org/>



*19: local residents at a MHSG Green Open Homes Event*

## **En10ergy**

En10ergy limited is a social enterprise set up by the Muswell Hill Sustainability Group and is a member of [Community Energy London](#) and [Community Energy England](#). Their aims are to promote and invest in local renewable energy and to encourage and facilitate the reduction in carbon emissions and waste by households, businesses and community buildings in the Muswell Hill, Hornsey and Wood Green areas. They have around 140 investors, the vast majority of whom live in Haringey. They currently own solar photovoltaic arrays on the Marks and Spencer store on Muswell Hill Broadway (100 panels) and the Methodist Church in Muswell Hill on Pages Lane (39 Panels).

Recently, they have installed more panels at Woodside High School in White Hart Lane and Fortismere School in Muswell Hill. They work alongside local installers and with the Council to deliver their projects.

Earlier this year, En10ergy raised £9,000 in a community share offer to install 105 panels at Fortismere School. These panels were installed in April and will save the school approximately £25,000 over 20 years and 16 tonnes of carbon per year.

As well as installing solar panels they have been involved in negotiating bulk deals with suppliers of energy saving measures such as insulation; making householders aware of local grant schemes to allow them to implement measures as cheaply as possible; and raising awareness in the wider community.

In total, their installations are now producing 75,000kWh each year, reaching 290,000kWh of energy generated to date.

<https://en10ergy.org.uk/>

### **Wolves Lane Centre**

Local community growers have established an innovative food growing hub at the Wolves Lane Horticultural Centre site. The site is managed by OrganicLea (a workers' cooperative), Ubele (an African diaspora led intergenerational social enterprise) and CropDrop (a not-for-profit organisation). This helps make sure the site is utilised by and reflective of the diverse community that it exists within and is intended to serve.

Since 2018, Ubele led a successful grant bid to Power to Change – securing £14,898 to support the development of Wolves Lane as a community business. This has enabled Wolves Lane to provide a regular community market at the hub and to formalise the consortium structure of local organisations.

Wolves Lane has been leading the way in offering volunteering and training opportunities in providing education in growing local and sustainable produce. They also help visitors to the centre understand the significance of food miles, growing produce with limited space and the importance of rainforests.

From within the Wolves Lane site several commercial activities operate. For example, Wolves Lane Flower Company grow seasonal flowers for weddings, events and local delivery.

Furthermore, in December 2018, £16,000 was raised to replace the broken gas heating with solar panels (31 in total) so that renewable energy can be used to heat one of their

greenhouses and the café. This was installed in June 2019. Since installation the panels have saved over 2,000 kilograms of carbon emissions. Other measures have included using wood chip piles under greenhouses to heat them in the winter months. All of these measures help to reduce carbon emissions from the site.

They open the site to the public every Sunday between 12-4pm, offering people an opportunity to meet the site users and see the latest developments.

<https://wolveslane.org/>

## **Future Plans**

### **Haringey Climate Action Plan**

Once the Haringey Climate Action Plan has been published work will begin on implementing the necessary steps outlined in the report to achieve our zero-carbon goal. This work will commence immediately and be ongoing.

Discussion has begun with service areas within the Council to make sure that their priorities reflect the new zero-carbon target.

The plan will be reviewed and updated to ensure that the targets remain realistic and ambitious.

To make sure that this ambitious goal is achievable, the Council will be lobbying for more resources and for legislative and financial powers to be in local hands.

Publication online is scheduled for March 2020, with engagement to take place later in the summer and full adoption aimed for the end of 2020.

### **School Streets**

Since the implementation of Haringey's first school street at Lordship Lane, the Council has begun investigating which other schools in the borough would benefit from a school street. An action plan is being drafted, which will be released in 2020. This will assess all of the primary schools in the borough to see where the next school streets should be. The Council has put £3 million funding over 5 years into its Medium-Term Financial Strategy, which is going to cabinet in February 2020, to deliver this.

### **Buying green electricity for the Council**

The Council has been continuing to review its new contract on the purchasing of the Council's electricity. A new contract will begin in April 2020 and will move the Council's

Corporate Buildings and schools who purchase through the Council's electricity contract onto a renewable tariff. This was agreed by Cabinet in November 2019.

### **Cycling and Walking Strategy**

The Cycling and Walking Strategy is currently under development. The final strategy will detail actions the Council will be taking to increase cycling and walking in the borough. This will support the broader aims of improving air quality, health and reducing car use in Haringey.



