

Appendix 2 – Engagement Report

Table of Contents

TABLE OF CONTENTS.....	1
1. INTRODUCTION	3
1.1 INTRODUCTION TO THE ENGAGEMENT REPORT AND STRUCTURE	3
1.2 CHANNELS OF COMMUNICATION.....	4
2. THE NATIONAL PICTURE	5
2.1 THE GOVERNMENT’S TEN POINT PLAN FOR A GREEN INDUSTRIAL REVOLUTION	5
2.2 THE CLIMATE CHANGE COMMITTEE LOCAL AUTHORITIES AND THE SIXTH CARBON BUDGET REPORT	6
2.3 HOW HAS THIS IMPACTED ON THE ACTION PLAN?	6
3. CITIZEN’S PANEL SURVEY.....	7
3.1 PERIOD OF ENGAGEMENT	7
3.2 VIEWS ON THE BOROUGH’S NET ZERO CARBON AMBITION	7
3.3 THE CLIMATE CHANGE ACTION PLAN’S KEY PRIORITY PROGRAMMES	8
3.4 THE CLIMATE CHANGE ACTION PLAN’S KEY PROJECTS AND POLICIES	9
3.5 THE BOROUGH’S LOW CARBON BARRIERS THAT NEED TO BE OVERCOME.....	10
3.6 DEMOGRAPHIC BREAKDOWN	11
4. EXTERNAL ENGAGEMENT WEBSITE	11
4.1 INTRODUCTION TO THE COMMONPLACE WEBPAGES.....	11
4.2 PERIOD OF ENGAGEMENT	12
4.3 VIEWS ON THE BOROUGH’S NET ZERO CARBON AMBITION	13
4.4 THE CLIMATE CHANGE ACTION PLAN’S KEY PRIORITY PROGRAMMES	16
4.5 THE CLIMATE CHANGE ACTION PLAN’S KEY PROJECTS AND POLICIES	17
4.6 THE BOROUGH’S LOW CARBON BARRIERS THAT NEED TO BE OVERCOME.....	18
4.7 FEEDBACK NOT TAKEN FORWARD.....	24
4.8 DEMOGRAPHIC BREAKDOWN	24
4.9 CLIMATE CHANGE PROJECTS MAP	26
4.10 HOW HAS THIS INFLUENCED THE PLAN?	27
5. CARBON PRIORITY SIMULATOR.....	27
5.1 INTRODUCTION TO THE PRIORITY SIMULATOR PLATFORM	27
5.2 PERIOD OF ENGAGEMENT	28
5.3 VIEWS ON THE BOROUGH’S NET ZERO CARBON AMBITION	28
5.4 THE CLIMATE CHANGE ACTION PLAN’S KEY PRIORITY PROGRAMMES	28
5.5 DEMOGRAPHIC BREAKDOWN	30
5.6 FURTHER COMMENTS.....	32
6. COMMUNITY GROUP FEEDBACK	33
6.1 VIEWS ON THE BOROUGH’S NET ZERO CARBON AMBITION	33
6.2 THE CLIMATE CHANGE ACTION PLAN’S KEY PRIORITY PROGRAMMES	33
6.3 THE CLIMATE CHANGE ACTION PLAN’S KEY PROJECTS AND POLICIES	34
6.4 THE BOROUGH’S LOW CARBON BARRIERS THAT NEED TO BE OVERCOME.....	34

Haringey Climate Change Action Plan – 2021 Engagement Report

6.5	COMMUNICATIONS	35
7.	YOUTH ADVISORY BOARD	35
7.1	YOUNG PEOPLE’S RESPONSES.....	35
7.2	DEMOGRAPHIC BREAKDOWN.....	36
7.3	HOW DID THIS INFLUENCE THE PLAN?.....	36

1. Introduction

1.1 Introduction to the Engagement Report and Structure

Since the adoption of the draft Haringey Climate Change Action Plan in March 2020, the Council has engaged with the community to gather their views on the Action Plan. Alongside this the Council has reviewed the Action Plan in light of new government policy and programmes. The Council has used these sources to strengthen and reflect the views of the community and new policy. The key sources of information came from:

New government reports and programmes. During the engagement programme of the Haringey Climate Change Action Plan, national and regional policies and reports were launched. The key aspects of these reports and policy direction have been identified and reflected in the Haringey Climate Change Action Plan.

Community Feedback. Engagement with the community was due to take place over the summer of 2020. Unfortunately, legislation and public health advice restricted gatherings during 2020, and as such the engagement process was moved online. This meant that online tools were developed and used to gather information, and all meetings were held with the help of virtual platforms. Five key strands of engagement took place, and these were:

- **Survey of the Haringey Citizen's Panel.** In October 2020, a questionnaire to gather the views of borough residents on the issue of Climate Change was sent to the Council's newly formed Citizen's Panel. The Haringey Citizen's Panel is a selected sample of the borough that represent the wider population. This group were asked 12 questions to measure the level of concern and ambition on Climate Change. It also asked for areas of prioritisation that the Council should focus on and to understand the barriers that stop people undertaking action.
- **Presentations to community groups.** Although limited and challenging to do during 2020, the Council spoke at approx. 10 meetings with community groups on the Climate Change Action Plan. These included the Haringey Climate Forum, Haringey Youth Advisory Board, and the Action Plan was further communicated by the community at other groups such as the Haringey Pensioners Group, Conservation Area Advisory Committees, and Schools Forum. In these meetings an overview of the action plan was given, and responses and feedback gathered. Attendees were also asked to go online to complete the webpage questionnaires or send in their feedback via email.
- **The Haringey Climate Change Action Plan web pages.** The Council developed an interactive 'Commonplace' web platform that focused specifically on the issues in the Climate Change Action Plan. It asked questions around the prioritisation of the Climate Change Action Plan and the projects that the community would like to see brought forward. It also asked for suggestions for future projects that could be investigated for co-delivery.
- **The Haringey Carbon priority simulator tool.** Alongside the web platform, the Council developed a carbon priority simulator tool for prioritisation of projects. This allowed people to allocate a fixed number of credits to projects. This would show where people would like the community and Council to focus its efforts.
- **Youth Advisory Board.** The Haringey Youth Advisory Board was commissioned by the Carbon Management and Planning Policy teams to gather feedback from young people on a set of tailored questions on climate change and taking action, as well as specific questions to help develop the New Local Plan. This engagement took place in January 2021.

All the data and information gathered through the above sources have been reflected and categorised under the following headlines:

- Views on the Borough's Net Zero Carbon Ambition
- The Climate Change Action Plan's key priority programmes
- The Climate Change Action Plan's key projects and policies
- The Borough's Low Carbon Barriers that need to be overcome

The content and feedback from these sources of information and how the Action Plan has been altered as a result is set out below.

1.2 Channels of Communication

People were encouraged to take part in the engagement period through the following communication channels:

- Community groups were contacted directly via email;
- The Council's social media channels, such as Twitter and Instagram;
- The Council's website on the front page and on the Going Green pages;
- Council press release;
- Community groups helped advertise on their social media channels, such as Selby Trust and Haringey Climate Forum;
- A two-page spread was included in the December edition of Haringey People, distributed to all Haringey households;
- Posters were distributed to park cafes around the borough (who consented to displaying it), the limited libraries that were open during the second lockdown during engagement period;
- Posters were distributed by Homes for Haringey in the Council's housing stock;
- Tailored advertisements were placed in the Schools bulletin, Partners Newsletter, and Business Newsletter;
- News items were published on the engagement webpages through Commonplace with a focus on the carbon priority simulator, insulating homes, joining the Local Plan virtual events about climate change policies, to encourage people to provide further feedback;
- Local Plan virtual engagement events (afternoon and evening sessions on 8th December 2020 and an evening session on 19th January 2021), although focused on climate change planning policies, as part of the New Local Plan First Steps engagement, they also provided a platform to discuss climate change more widely and how to address this in the built environment.

2. The National Picture

Since the Council adopted the first draft of the Climate Change Action Plan, several other national and regional policies have moved on. These new areas have also been integrated into the Climate Change Action Plan.

2.1 The Government's Ten Point Plan for a Green Industrial Revolution

In November, the Government announced its ten-point plan for a green industrial revolution. It set out a government investment of £12 billion of Green Funds, with the ambition of attracting more than three times as much from the private sector.

The Government's Plan covers clean energy, transport, nature and innovative technologies, with the ambition of eradicating the UK's carbon's contribution to climate change by 2050. This is particularly crucial in the run up to the COP26 climate summit in Glasgow in 2021. As a result of this we have seen a ramping up of activity and funding opportunities around Climate Change. Although there are ten priority areas for the Government, there are four which significantly impact on Haringey. These are:

- **Public transport, cycling and walking:** there is a greater push from government to make cycling and walking more attractive ways to travel and invest in zero-emission public transport of the future. Much of this funding is expected to be managed through TfL. This could have significant impact on Haringey, either directly (if we deliver) or indirectly (if our neighbouring boroughs or TfL deliver) around increased walking and cycling. TfL are already leading on issues such as Zero Carbon public transport. There is already significant activity on walking and cycling relating to the Borough's Streetspace Plan, the borough's emerging Walking and Cycling Strategy, and funding rounds from TfL and DfT.
- **Homes and public buildings:** making our homes, schools and hospitals greener, warmer and more energy efficient, whilst aiming to create 50,000 jobs by 2030, and a target to install 600,000 heat pumps every year by 2028. The Government has already announced significant funding in this area which is expected to continue. The Council are already working on this through the emerging Homes for Haringey Carbon Strategy, the adopted Affordable Energy Strategy, the Good Recovery Action Plan, and the developing Local Plan.
- **Electric transport:** the government aims to accelerate the transition to electric vehicles (EVs) and transforming our infrastructure to better support EVs. As part of this they confirmed that the UK will end the sale of new petrol and diesel cars and vans by 2030, ten years earlier than planned. Funding to support this will be targeting new charging stations, grants to enable people to buy EVs, and development of a UK battery manufacturing industry. By the start of 2021 Haringey will have close to 100 standard recharging points (for residential usage and overnight) and 6 rapid points (for 15/30-minute recharge). This is in line with current levels of demand and in line with our EV policy. Based on the 2030 policy and the number of EVs this will bring, the latest research from the TfL shows that Haringey will be required to deliver approx. 960 standard recharging points and 60 rapid points by 2030. These points are often funded by the private sector with government grants and works enabled by the Council (highways consent / planning etc) and can bring in income to the authority.

- Nature: protecting and restoring our natural environment, planting 30,000 hectares of trees every year, whilst creating and retaining thousands of jobs. This may open new funding streams for the Council for urban greening and will be integrated into the emerging Parks and Green Spaces Strategy.

2.2 The Climate Change Committee Local Authorities and the Sixth Carbon Budget Report

The UK Government's Climate Change Committee (CCC) released its 6th Carbon Budget Report in November 2020. This report had a commentary on the increasing number of local authorities who are setting increasingly ambitious plans to tackle climate change. As of October 2020, over 300 local authorities had declared climate emergencies, and many are now in the process of developing plans to deliver against ambitious Net Zero targets. The CCC report highlighted that local authorities have a range of existing levers that can be used to deliver local action that reduces emissions and prepares local areas to a changing climate. However, these levers alone are unlikely to be sufficient to deliver local authorities' Net Zero ambitions, due to gaps in powers, policy and funding barriers, and a lack of capacity and skills at a local level. Additionally, without some level of coordination from Government, the UK risks pursuing a fragmented strategy towards Net Zero.

Key messages of this report are:

- That the UK Government and local authorities share a common goal to deliver Net Zero. Which can only be achieved if Government, regional agencies and local authorities work seamlessly together.
- More than half of the emissions cuts needed, rely on people and businesses taking up low-carbon solutions – decisions that are made at a local and individual level. Many of these decisions depend on having supporting infrastructure and systems in place. Local authorities have powers or influence over roughly a third of emissions in their local areas.
- Top-down policies go some way to delivering change but can achieve a far greater impact if they are focused through local knowledge and networks.
- Four key things are needed to achieve this vision of collaborative delivery:
 - **Framework:** An agreed framework for delivery for Net Zero incorporating local and national climate action;
 - **Financing:** Appropriate long-term financing to support local authorities in delivering Net Zero;
 - **Flexibility:** Local operational flexibility around how local areas address climate change;
 - **Facilitation:** coherent policy and powers for the facilitation of delivery.

The full report can be read here: <https://www.theccc.org.uk/publication/local-authorities-and-the-sixth-carbon-budget/>.

2.3 How has this impacted on the Action Plan?

The Haringey Climate Change Action Plan is in alignment with the Government's 10-point plan, and already uses most of the recommendation set out by the CCC.

The Council has already accepted that the borough's Net Zero Carbon Ambition can only be delivered in partnership. This means support and action from the national and regional government, and support and action from the Haringey community. This is framed throughout the Action Plan, and specific asks are set out in a lobbying letter to national and

regional government for greater support and policy changes. The Council continues to work closely with government departments and agencies, alongside London Councils and the GLA to deliver the Net Zero Carbon ambition.

As a result of the CCC recommendations, we will now include a new action in Comm1 which will set out that the Council will review the Haringey Climate Action Plan in 2030. This will ensure that progress is being made, new technologies and policies are reflected. It will show that the Action Plan is flexible to adjust to any new challenges.

3. Citizen's Panel survey

3.1 Period of engagement

In October 2020, a questionnaire to gather the views of borough residents on the issue of Climate Change was sent to the Council's newly formed Citizens Panel. The survey was open for 2.5 weeks. Twelve questions were asked to measure the level and areas of prioritisation that Council should focus on and to understand more the barriers that stop people undertaking action. The results are given as percentages of those that responded to the survey. The survey was sent to 887 people who had subscribed to the Citizens' Panel at the time and a total of 83 responses were received.

A brief introduction to the survey set out the reason for asking for the Panel's views, what the HCCAP is about and what it strives for.

3.2 Views on the Borough's Net Zero Carbon Ambition

3.2.1 Responses to survey questions

In the first part of this survey, we asked opening questions around the importance of Climate Change. The responses under these two questions highlight that there is a great deal of interest and support for climate change to be a greater priority within the borough.

Citizen's Panel Question 1 (CPQ1): How concerned, if at all, are you about climate change, sometimes referred to as 'global warming'?

- Very concerned – 71.6%;
- Fairly concerned – 19.7%;
- Not very concerned – 8.6%;
- Not at all concerned – 0%;
- Don't know – 0%.

CPQ2: How much of a priority do you think the Climate Emergency should be for Haringey Council over the next 5-10 years?

- Major priority – 55.6%;
- Quite a big priority – 29.6%;
- Moderate priority – 11.1%;
- Low priority – 3.7%;
- Not a priority at all – 0%;
- Don't know – 0%.

From these responses the Council's Carbon Management Service has engaged with the Corporate Policy Team who manage the development of the Borough Plan. There are discussions going on about how in the next iteration of the Borough Plan that Climate

Change is given a greater priority. The data collected through the Citizen's Panel responses implies that the Community would expect this to be prioritised, and that Climate Change is one of only a hand full of issues that the Council has declared an emergency over, with the aim of giving Climate Change and Carbon Reduction greater prominence within the future versions of the Borough Plan.

3.3 The Climate Change Action Plan's key priority programmes

The questionnaire then asked three questions around areas that the Citizens Panel would like to see the Council prioritise in the Climate Change Emergency. These were asked to help shape the areas that the Council and the community should focus on. Only answers that received more than 5% are listed.

CPQ3: Which areas should the community (businesses, Council, residents) prioritise in reducing Haringey's carbon emissions? (select your top three)

The top answers in order were:

1. Installing large-scale renewable energy like solar panels on large roofs or the reservoir (14%);
2. Encouraging clean ways of moving around like cycling and walking (13%);
3. Making the Council's housing stock more energy efficient (12%);
4. Building high quality energy efficient new buildings (10%);
5. Reducing the emissions in our private or shared cars vans and delivery vehicles (10%);
6. Reducing the Council's direct emissions (including our service vehicles buildings and schools) (9%) ;
7. Retrofitting existing privately-owned homes (8%);
8. Reducing the emissions in our public transport network (8%);
9. Creating a low carbon heat network (by sharing our heat supply) (7%);
10. Retrofitting existing privately-owned non-residential buildings (schools, offices, shops etc.) (7%);
11. Other (2%).

CPQ4: Which transport actions should the Council and Transport for London prioritise to reduce carbon emissions in Haringey? (select top three)

The top answers in order were:

1. Building segregated cycle lanes (17%);
2. Creating low-traffic neighbourhoods (16%);
3. Creating more and safer cycle parking on our streets (14%);
4. Improving public transport accessibility (12%);
5. Creating more direct routes for walking (9%);
6. Encouraging people to use electric vehicles (9%);
7. Removing road-side parking to re-allocate space to pavements, cycle lanes, and green infrastructure (8%);
8. Other (15%).

3.4 The Climate Change Action Plan's key projects and policies

The Citizen Panel was asked a question to highlight the key projects that they would like to see the Council focus on.

CPQ5: What types of climate action do you think would most benefit your community / neighbourhood? (select any that apply)

The top answers in order were:

1. Installing solar panels on local buildings (e.g., community retail industrial buildings) (17%);
2. Creating segregated local cycle routes (14%);
3. Encouraging businesses to reduce their emissions (13%);
4. Having access to local builders who know how to eco-retrofit buildings well (13%);
5. Delivering carbon reduction plans for local schools (12%);
6. Installing electric vehicle charging points (11%);
7. Reallocating road-side car parking spaces for walking cycling and greenery (9%);
8. Organising community events about saving energy and home energy efficiency (9%);
9. Other (2%).

From the information gathered by these questions (CPQ4 and CPQ5) it can be seen by the low percentages across many projects that the community had differing views on what projects should be prioritised. But from this information the Action Plan now will bring forward the development of large renewable installations in the borough from the medium term to the shorter term. This work will be useful not only as a carbon reduction measure but also to show the community a project that may inspire further action across the borough. The Council will also increase its focus on community buying schemes and solar panel deployments which are also within the Action Plan. This will also support the feedback to CPQ5. The information around Transport measures has been fed back to the Council's Transport Policy Team, who manage the Borough's Transport Strategy and the funding of projects. This information will be used to steer the development and implementation of these workstreams.

The Panel was also asked a set of questions focused on individuals' positive behaviours that people were already undertaking. The answers to these were multiple choice, and the answers are split across many different areas. The key points and issues raised from these answers have been used to help inform the projects within the Action Plan. A summary commentary is given below the questions.

CPQ6: Are you already doing, or have you already done, any of the following? (select any that apply)

1. Turning off lights when I leave a room;
2. Switched to LED bulbs;
3. Reduced my food waste and other single use waste;
4. Air-dry my laundry;
5. Take public transport instead of driving;
6. Turned down the heating thermostat;
7. Started walking and cycling more;
8. Reduce the amount I travel in a car;
9. Changed my diet to be more locally sourced and/or less dairy/meat.

The answers within this section showed that many people who responded are already doing many things to improve their carbon footprint through energy efficiency measures. This

shows that the community are already aware of Climate Change and are making lifestyle choices to reduce their impact. With over 50% stating that they are already undertaking the majority of these actions listed above.

3.5 The Borough's Low Carbon Barriers that need to be overcome

CPQ7: Do you know what the Energy Performance Certificate (EPC) rating for your home is?

1. I have not heard of EPCs (12%);
2. I'm aware of EPCs but I don't know what the EPC rating for my home is (45%);
3. Yes, I have a sense of what the rating is (28%);
4. Yes, I know the exact rating (16%);
5. 83% of total survey respondents answered this question.

This shows that many people are aware of the energy performance of the property that they live in. This is useful to know as this is currently the main communication tool that we have to measure and demonstrate carbon savings to the community. We will continue to use this as the main tool around energy efficiency.

CPQ8: How do you feel about retrofitting your home?

1. I'm not interested in retrofitting my home (7%);
2. I have already retrofitted my home (6%);
3. I am a tenant in my property I don't have control over this (25%);
4. I would like to, but I don't know enough about it (36%);
5. N/A (6%);
6. *Other (20%);
7. 83% of total survey respondents answered this question.

This shows that many people are keen to undertake retrofitting work to their home but face barriers in achieving this. As such, the Council will increase the education and advice around the retrofitting of our homes. The Council will also target this to homeowners, private landlords, and public landlords. This will be delivered via websites, targeted communications and events.

CP9Q: What would empower you or give you confidence to retrofit your home? (select your top three)

1. Financial incentives (54%);
2. A reliable local building company to do the works (36%);
3. Knowing my bills will be lower (28%);
4. Knowing it will reduce my carbon emissions (26%);
5. Better understanding the benefits of retrofitting your home (19%);
6. Regulations that require my landlord to retrofit my home (17%);
7. Available training on how to retrofit your home (16%);
8. Good loan rates and terms (14%);
9. Understanding my EPC and current energy use (12%);
10. Knowing that my home will look good after the works (12%);
11. My neighbours also retrofitting their homes (at the same time) (7%);
12. Not applicable (14%);
13. *Other (10%);
14. 83% of total survey respondents answered this question.

CPQ10: If you wanted to make your home more energy efficient, how much difference would grants or tax incentives make to your decision to retrofit?

1. A lot of difference (66%);
2. A little difference (18%);
3. Not much difference (3%);
4. No difference at all (1%);
5. Don't know (3%);
6. Not applicable (7%);
7. 82% of total survey respondents answered this question.

CPQ11: What are the biggest factors that you would take into account if considering installing any renewable energy technologies? (select your top three)

1. Cost to install the equipment (81%);
2. How much energy it could save (i.e., lower my energy bills) (50%);
3. Space needed inside my home for the equipment (47%);
4. How much it would reduce my carbon emissions (43%);
5. Getting planning permission and if necessary listed building consent (21%);
6. Recommendation from someone I know has already installed this technology (15%);
7. How the technology would look from the outside (e.g., solar panels on the roof) (9%);
8. Time required to install (7%);
9. *Other (6%);
10. 82% of total survey respondents answered this question.

Questions 9-11 show that cost is a significant barrier to retrofitting people's homes and installing renewable energy technologies, and that the majority felt that financial incentives would make 'a lot of difference' to overcome this.

3.6 Demographic breakdown

The Haringey Citizen's Panel was specifically targeted to gather views from a representative sample from the borough, with a survey in October 2020. The responses from this sample do not vary hugely from the wider responses and the answers are fairly consistent across the various groups who responded – the one exception being a higher likelihood among men to say that they are not concerned about climate change. Every ward in the borough answered questions, with the wards that are overly represented in responses were from West Green Ward, closely followed by Tottenham Hale and Tottenham Green Wards.

4. External engagement website

4.1 Introduction to the Commonplace webpages

An external engagement website was developed together with Commonplace, who create and host online engagement platforms. It provides an easy-to-navigate webpage which visually signposts the main topics. It also allows for transparency as visitors can read other people's submitted comments and agree with these.

Visitors were able to read about the project background and then visit a number of 'tiles' which were categorised along categories of the draft HCCAP:

There was an introduction on our vision and the evidence. This included the draft HCCAP (including an accessible version), the evidence base reports prepared

by Arup, and general questions about the action plan, with space to comment more extensively.

The Housing section listed the proposed HCCAP objectives are for reducing housing emissions and included context to the amount of emissions that come from our homes. It also provided some advice on how to reduce emissions at an individual level, and advice for households who are struggling to heat their homes.

The Workplaces section listed the proposed HCCAP objectives are for reducing workplace emissions. It also provided some advice on how to reduce an environmental footprint and emissions as a business.

The Transport section listed the proposed HCCAP objectives are for reducing transport emissions. It also provided information on the negative impacts of private transport, and why walking and cycling will be prioritised. It also included what initiatives are already being taken by the Council.

The Energy section listed the proposed HCCAP objectives are for reducing energy emissions. It provided further information on the type of renewable energy technologies, how 'green' the electricity grid is at any time, and details on the borough's proposed Decentralised Energy Networks.

The Community section listed the proposed HCCAP objectives are for reducing community emissions and provided context to 90% of emissions being in control of the borough.

The Council section listed the proposed HCCAP objectives are for reducing our Council emissions. It provided context to the key areas of reducing the Council's emissions, and the type of buildings that are managed by the Council.

Community Heatmap; discussed in Section 4.9. People could place a pin on a location anywhere in the borough to indicate the location of current, forthcoming or ideas for low-carbon community projects. When placing this pin, they were asked what kind of project it is/will be, who the main partners are, and what would be needed to realise it or make it better.

Try our carbon reduction priority tool enabled people to click a link to the simulator tool webpage (more detail about this below).

Our consumption & biodiversity provided context to the importance of these aspects in creating a more sustainable borough and world, and why these aspects were not included in the draft HCCAP.

How to contact your local sustainability groups was intended to encourage visitors to find out more and get involved in local community groups.

4.2 Period of engagement

The Commonplace website was launched on 20 October 2020 and was closed for comments on 5 January 2021. A total of 210 people left feedback on Commonplace. This resulted in 625 contributions in the form of comments or agreement to other people's comments. As of 5th January 2021, 165 people had signed up to the newsletter.

A total of 431 visitors were recorded on the platform. Some of these may be the same visitors on different devices. Of those, 21% contributed to the feedback, 24% viewed four or

more pages but did not contribute, 31% viewed between one and four pages but did not contribute, and 25% left without interacting with the website. Spikes of visitors were recorded at the launch of the website and on 21st December 2020. Visitor numbers varied between zero and 30 visitors a day during other times. The demographic breakdown of respondents is set out in Section 4.8.

4.3 Views on the Borough's Net Zero Carbon Ambition

4.3.1 CCAP Vision

Q1: What do you feel about the draft Haringey Climate Change Action Plan overall?

- Over 53% of respondents felt somewhat positive or positive about the CCAP;
- 25% felt neutral and 21% felt either somewhat negative or negative about the objectives;
- 109 responses received (52% of the total respondents who commented on Commonplace).

Q2: Feel free to add any further comments on the action plan below.

81 people responded to this question (39% of total respondents). Detailed responses are discussed below.

- Some people expressed their satisfaction at seeing the action plan, supported by expert evidence, and supported it;
- Some people felt the target was not ambitious enough and should be much sooner. Some felt the target was bold and necessary. Some felt there were other issues to worry about;
- Some felt the report is too long and could do with a summary, a simplified visual version and addition of infographics. The action plan contains technical language but is written clearly;
- Not addressing the ecological and biodiversity emergency, and many people requested more inclusion of biodiversity, green spaces, local food networks;
- Some felt there is too little community engagement, and some felt there is no need to consult any further and should just implement the plan as there is too little time to consult in this climate emergency. Suggestion to develop 'how to' videos to help train people;
- Some issues with the amount of emissions out of the Council's control;
- Issue with taking on board new low-carbon ideas for projects, the action plan needs to be flexible to take on board new ideas and solutions;
- Concern over the resourcing of the Carbon Management Team, in the short and medium term, some stating that this will require more resources to implement;
- Concerns over the impact on people and households with mobility issues;
- Some issues over Haringey's marginal role to fight climate change globally, the reliance on major polluting industries and practices, and displacing emissions to other parts of the world;
- Some concerns over the costing of the plan;
- Need to consider how others will be influenced, including young people, hard-to-reach communities, stakeholders, schools. Need face-to-face engagement with community and mass public information campaigns;
- Concern over waste management, food and consumption being excluded;

- Questioning the governance and mechanism for scrutiny and monitoring of the plan by local residents and stakeholders;
- Need to link in with other strategies, like air quality, Joint Strategic Needs Assessment;
- Develop interim targets;
- Consider battery operation for Council fleet;
- All decisions should factor in carbon reduction, not just a %;
- Consider developing a plan for remaining emissions, and detail how it will offset remaining emissions;
- It was recognised that working with the Government and GLA is essential. Engagement with other Councils, GLA and Government should be a target.

Q3: How concerned, if at all, are you about climate change, sometimes referred to as 'global warming'?

- 89% are very concerned;
- 3% are fairly concerned;
- 2% are not very concerned;
- 5% are not concerned at all;
- 1% doesn't know;
- 99 responses received (47% of the total respondents who commented on Commonplace).

Q6: How much of a priority do you think the climate emergency should be for Haringey Council over the next 5-10 years?

- 85% stated it should be a major priority;
- 8% quite a big priority;
- 5% not a priority at all;
- 1% moderate priority, 1% low priority, 1% don't know;
- 105 responses received (50% of total respondents who commented on Commonplace).

4.3.2 Housing

Q1: How do you feel about our draft housing objectives?

- Over 60% of respondents felt somewhat positive or positive about the housing objectives;
- 28% felt neutral about the proposals, and 9% felt either somewhat negative or negative about the objectives;
- 53 responses received (25% of total respondents who commented on Commonplace).

Most people supported the overall housing objectives, most people were aware of what their EPC is or at least know what it is. Most people are already undertaking action to reduce the impact of their energy bills, mostly through switching off unnecessary lights, switching to a 100% green electricity provider or switching to LED lighting. Most people would like to insulate their home, if they hadn't already. This included insulating their home and installing renewable energy technologies. The majority of people who would like to retrofit their home feel they need more knowledge, and another reason was the lack of funds to pay for the retrofit. Six people stated that they have already retrofitted their home (12%). Most people said that having access to reliable and local companies would give them the most

confidence to retrofit their homes; other significant factors included access to funding and low-rate loans and terms, information, and the knowledge they'd reduce their emissions. Lastly, most people felt that grants or tax incentives would make a lot of difference to the decision to retrofit.

4.3.3 Workplaces

Q1: How do you feel about our draft workplace objectives?

- Ten people felt somewhat positive or positive about the objectives (50%);
- 30% felt neutral, and 20% felt negative or somewhat negative;
- 20 responses received (9.5% of total respondents who commented on Commonplace).

The low response rate to this topic is the main take-away that needs to be addressed. From the responses provided, only 6-7 people responded to all questions and it seemed their backgrounds ranged from being employees, one person working at a school and one person who owned their business. It is assumed that most respondents felt that the questions were not as applicable as they do not work or own a business in Haringey. More engagement needs to take place with business owners and the large group of people who work in Haringey, whatever the nature of their employment.

4.3.4 Transport feedback

Q1: How do you feel about our draft transport objectives?

- The response was mixed; 40% was positive or somewhat positive, 32% was negative or somewhat negative, and 28% was neutral;
- 155 responses received (74% of total respondents).

Key takeaways on transport were the need to prioritise the building of high-quality walking and cycling infrastructure, and implement low-traffic neighbourhoods.

Some households with people with mobility issues worry over the continued access of the car to get around if travel by private vehicle is reduced on the roads. One person would consider an electric vehicle, if its range is the same. Another person felt that filtering of roads is impacting those on public transport or those who need the private car.

4.3.5 Energy feedback

Q1: How do you feel about our draft energy objectives?

- The response was mostly positive; 67% was positive or somewhat positive, only 9% was negative or somewhat negative, and 27% was neutral;
- 55 responses received (26% of total respondents who commented on Commonplace).

Responses from the energy and housing tiles indicate a notable interest in installing renewable energy technologies to reduce their emissions and save energy. Respondents were most interested in solar PV and air source heat pumps. A major factor in the decision is the installation cost. Another factor is having access to trusted local suppliers. Energy reduction may be made easier but more information on green technologies and appliances, understanding energy use through an audit, and energy saving tips.

4.3.6 Community feedback

Q1: How do you feel about our draft community objectives?

- The response was mostly positive; 61% was positive or somewhat positive, only 12% was negative or somewhat negative, and 28% was neutral;
- 51 responses received (24% of total respondents).

4.3.7 Council emissions feedback

Q1: How do you feel about our draft Council objectives?

- The response was mostly positive; 82% was positive or somewhat positive, only 10% was negative or somewhat negative, and 8% was neutral;
- 49 responses received (23% of total respondents who commented on Commonplace).

Q2: How much of a priority do you think the climate emergency should be for Haringey Council over the next 5-10 years?

- 77% felt climate change should be factored into every decision;
- 19% felt it should be a major priority;
- 2% felt it should be quite a big priority, and 2% a moderate priority;
- No one selected 'low priority' or 'not a priority at all';
- 47 responses received (22% of total respondents who commented on Commonplace).

4.4 The Climate Change Action Plan's key priority programmes

4.4.1 CCAP Vision

Q7: Which areas should the community (Council, businesses and residents) prioritise in reducing the borough carbon emissions? (multiple-choice)

- The majority of people selected 'encouraging walking and cycling' (81%) and retrofitting existing homes (77%);
- Other responses included: reducing the Council's emissions (62%), building energy efficient new buildings (56%), installing large-scale renewable energy (56%), reducing public transport emissions (55%), reducing emissions in private vehicles (54%), retrofitting non-residential buildings (53%), creating a low-carbon heat network (51%);
- 20% provided 'other' responses. This included using natural solutions like restoring biodiversity, increasing green spaces and infrastructure (including trees/hedges), reducing motorised traffic, reducing all greenhouse gases not just carbon emissions;
- 98 responses received (47% of total respondents who commented on Commonplace).

4.4.2 Transport feedback

Q4: Which transport actions should the Council and Transport for London prioritise to reduce carbon emissions in Haringey? (multiple-choice)

- The most chosen actions included: low-traffic neighbourhoods (66%) and segregated cycle lanes (66%);
- Other actions people want to prioritise include: safe cycle parking (45%), re-allocate road-side parking (36%), better public transport access (35%), direct walking routes (34%);

- Less popular actions were: encouraging electric vehicle use (28%), higher parking permit charges (24%), vehicle sharing (21%), workplace parking permit tax (17%);
- 37 people specified 'other' options, including one who did not know and two who said none. The presented ideas have been dealt with in detail below;
- 152 responses received (72% of total respondents who commented on Commonplace).

4.4.3 Council emissions feedback

Q3: Which areas should the Council prioritise in reducing carbon emissions?

This was a multiple-choice question. All specified options were selected by more than 50% of the people, indicating that all areas are important.

- 75% people chose net zero-carbon buildings;
- Other responses included: renewable energy (69%), schools (64%), corporate buildings (63%), council-owned vehicles (54%) and staff travel emissions (50%);
- 17% specified 'other' responses. This included suggestions to incorporate the climate emergency into school curricula, that net zero schools can lead the transition that we need. Other areas mentioned were health providers, community libraries and community centres. Two people felt that Council staff driving culture needs to be addressed as it affects efforts negatively;
- 48 responses received (23% of total respondents who commented on Commonplace).

4.4.4 Community feedback

Q2: A big part of getting the borough to Net Zero Carbon by 2041 is that everyone does their bit to reduce emissions. How should the Council engage with the community and businesses to get them on board with reducing emissions?

This was an open-ended question. 37 people responded (18% of total respondents who commented on Commonplace). Comments are discussed in detail below.

Q3: What types of climate action do you think would most benefit your community / neighbourhood? (multiple-choice)

- The majority of people selected solar panels on local buildings (76%) and segregated local cycles routes (76%);
- Other options included: community information events (52%), reducing business emissions (52%), local building experts (42%), EV charging points (38%), and don't know (2%);
- 14% people specified 'other' responses, these have been dealt with below;
- 50 responses received (24% of total respondents who commented on Commonplace).

4.5 The Climate Change Action Plan's key projects and policies

The feedback from the web pages has generally supported the projects and policies that the Council had developed, with a greater focus on Transport related projects.

- Action on active travel has been too slow; high-quality physical infrastructure will enable behaviour change;
- Bike hangar delivery should be higher and sooner;

- Reduce the number of trip hazards on pavements.

4.6 The Borough's Low Carbon Barriers that need to be overcome

4.6.1 CCAP Vision

Q4: Are you already doing, or have you already done, any of the following? (multiple-choice)

- The most respondents selected that they sourced food more locally / eating less meat (80%) and turning off lights when they leave rooms (79%);
- Other responses were: switched to LED lightbulbs (75%), take public transport instead of driving (72%), reduced waste (71%), air-dry laundry (79%), started walking/cycling more (69%), switched to 100% green energy supplier (67%), reduced flying (67%), turned down heating thermostat (63%), reduced car travel (61%), insulated their home (50%), draughtproofed windows/doors (48%), replaced an old boiler (47%), drive in electric/hybrid car (12%);
- No one said they are doing nothing;
- 12% specified 'other' responses. This included: using car clubs, donating money to sustainability, wildlife gardening, planting trees, using no pesticides and herbicides, giving up the car, rainwater harvesting, no flying, re-using, repairing and recycling, supporting the Vegetarian Society, not eating meat, not buying in supermarkets, no plastics, not buying new products, supporting wildlife;
- 103 responses received (49% of the total people who commented on Commonplace).

Q5: What actions are you willing to take in addition to what you do now to help address climate change?

This was an open-ended question which 79 people responded to (38% of total respondents).

Four people said they would not consider any actions. Two people said that they would consider anything, whatever is necessary. Other responses showed the variety of willingness to adapt daily lives to reduce emissions. This included things like giving up driving/flying altogether. Many people noted they would consume less, more ethically and more plant based. Several people noted that cost was a factor in doing these things in the future, like retrofitting or buying an electric car. Three people mentioned they'd be willing to pay more council tax to fund the action plan or would want to see taxes on polluting practices.

Some people noted the amount that many people may have already done within their power as an individual, including raising issues with MPs, supporting charities, going on marches, voting green and adapting their personal lives, but they are frustrated with the lack of wider change in the last 30 years.

4.6.2 Housing

Q2: Do you know what the Energy Performance Certificate (EPC) rating for your home is?

- 96% of respondents were aware of EPC ratings; of which 39% knew the exact rating, 20% have a sense of their EPC rating, and 37% know what EPCs are but don't know their EPC rating;
- 4% had not heard of EPCs;
- 51 responses received (24% of total respondents who commented on Commonplace).

Q3: *Are you already doing, or have you already done, any of the following? (multiple-choice)*

- Most people, 43 people, selected that they turn off lights when they leave rooms (81%), followed by having switched to 100% green electricity (74%);
- Other options people selected, in order of popularity, were: switched their lighting to LED lights (70%), air dry laundry (68%), lowered heating set point on the thermostat (60%), draughtproofed their windows and doors (51%), replaced an old gas boiler (43%) and insulated their home (36%);
- 7 people included 'other' answers. This included details on how they have insulated their home (air source heat pump, solar panels, battery, highly insulated building envelope and air tightness, secondary glazing, triple glazing, mechanical ventilation with heat recovery, solar thermal, solid wall insulation). One person said they could not replace their boiler as they have a communal heating system. Another person said they had partially done most of the options;
- 53 responses received (25% of total respondents who commented on Commonplace).

Q4: *If you haven't already, which of the following will you do, or would you like to do? (multiple-choice)*

- If they had a choice, 23 people would insulate their home (59%);
- Other choices included: draughtproofing (36%), replacing their boiler (33%), turning off lights (15%), replacing lights with LED lights (15%), lowering the set point on the thermostat (15%), air dry laundry (8%) and switch to 100% green electricity (8%);
- 9 people included 'other' answers. One person has done all options already. Five people stated an interest in installing heat pumps (ground and air source), one person showed an interest in replacing their boiler with hydrogen from renewables, and two people want to install solar energy on their roof. Other people would like to connect to a local renewable energy grid, install triple glazing, insulate their walls and floor;
- 39 responses received (19% of total respondents who commented on Commonplace).

Q5: *How do you feel about retrofitting your home?*

- The majority, 14 people, would like to retrofit, but don't have enough knowledge (29%);
- An option that was mistakenly excluded was that they would like to, but it is too expensive; 9 people specified this response under 'other' (18%);
- 12% have already retrofitted, and 6% said they are a tenant and therefore cannot control this;
- Zero people said they were not interested in retrofitting;
- 9 other people specified responses under 'other', including three four that had done some retrofitting and plan to do more or cannot afford more. One person said they were interested in retrofitting their tenant's home to benefit their tenant and reduce emissions. Another person stated it is difficult to find information on external wall insulation of Victorian properties and who will do a good job;
- 49 responses received (23% of total respondents who commented on Commonplace).

Q6: *What would empower you or give you confidence to retrofit your home? (top three)*

The percentages below are not cumulative.

- The most selected option was 'reliable, local companies', 30 people selected this (61%);
- Other popular options included: access to funding (39%), low-rate loans and terms (31%), information and training (31%), reducing their emissions (31%);
- Less selected options were: regulations for landlords (18%), lower energy bills (14%), understanding the benefits (14%), visual appearance (12%), understanding current energy use (12%), that neighbours are also retrofitting (12%);
- 7 people specified 'other' reasons (14%). Three people raised issues about the current legal restrictions to retrofitting as a leaseholder or tenant; a freeholder also needs to consent to works, and the current grant rules give too little scope to retrofit as leaseholders. The other person suggested changing the law to allow tenants to retrofit their own homes without the landlord's consent. Three other people responded that funding would encourage them;
- 49 responses received (23% of total respondents who commented on Commonplace).

Q7: If you wanted to make your home more energy efficient, how much difference would grants or tax incentives make to your decision to retrofit?

- Over 63% of people said grants or tax incentives would make 'a lot of difference' to their decision to retrofit, a total of 33 people. 27% people also said it would make 'a little difference';
- Two people said it would not make much difference (4%), one person said it would not make any difference at all (2%) and 2 stated this was not applicable;
- 52 responses received (25% of total respondents who commented on Commonplace).

4.6.3 Workplaces

Q2: If you work in Haringey, does your workplace have a travel plan in place to encourage sustainable ways to travel to/from work?

- Most people said this question was not applicable, a total of 15 people (75%);
- One person said yes, and it is successful (5%), two people said they are starting the process (10%), one person said no but are considering it (5%), and one person said no, but they want more information (5%);
- 20 responses received (9.5% of total respondents who commented on Commonplace).

Q3: If you work in Haringey, what measures is your workplace already taking to reduce emissions? (multiple-choice)

- Three people said they had changed to a green energy supplier (50%), two said they had cut down energy use (33%);
- Other responses included: working online and remote (17%), that they set up an Eco School Scheme (17%), and that they are using bikes for transportation (17%);
- Only six people responded (3% of total respondents) who commented on Commonplace.

Q4: If you haven't already, which of the following will you do, or would you like to do? (multiple-choice)

- Most people wanted to ask suppliers about their climate change impacts (10%);

- Other actions included: cutting down energy use (8%), changing or reducing packaging (8%), using a low-carbon delivery service (8%), switch to a green energy supplier (5%)m selling locally produced products (2%);
- Four respondents also specified 'other' responses: supporting cycle lanes; reducing staff travel to work in private vehicles, upgrading the boiler and heating system; providing vegan school dinners at their primary school, stop using single-use plastics, and divest into a greener bank; and one person criticised the Council's staff car parking policy, that it is permanently full and that the Council should use the leadership position to change staff travel modes;
- 39 responses received (19% of total respondents who commented on Commonplace).

Q5: If you work in Haringey, does your workplace place a strong emphasis on 'green' credentials and use that as a key marketing point?

- Five people stated that, yes, being seen as 'green' is crucial to them (83%);
- One person stated that being green isn't key to their business (17%);
- Only six people responded (3% of total respondents who commented on Commonplace).

Q6: If you work in Haringey, what would help your workplace to make more changes to reduce their climate impacts? (multiple-choice)

- Most people selected a low-emissions delivery network (43%), and understanding the impacts of their business (43%);
- Other factors included: electric van scheme (29%), information on working with suppliers (2%), minimum green standards for landlords (14%), help with undertaking an energy audit (14%);
- One person felt this was not applicable; one person suggested cycle lanes, one person suggested boiler replacement and upgrade to the central heating;
- Only seven people responded (3% of total respondents who commented on Commonplace).

4.6.4 Transport feedback

Q2: Do you use any of the following modes of transport during a typical month? (Briefly state how often under 'Other') (multiple-choice)

- The majority of people walk (74%, 111 people), and/or use the underground or overground services (62%, 94 people);
- Other transport modes include: private/shared bicycles (57%), bus (57%), drive own car or passenger in private car (33%), taxis (10%), scooting (3%), car club (1%);
- 21 people specified 'other' options. People shared how often they use these modes, but some questioned the necessity of recording frequency although some noted they are now using private cars more than public transport. It is recognised that this data will be less useful due to travel restrictions in the pandemic. XX people raised the need to better consider the needs of people with reduced mobility, including those not eligible for a blue badge. Someone also raised the benefits of electric bikes;
- 151 responses received (72% of total respondents who commented on Commonplace).

Q3: Are you already taking any of the following steps? (multiple-choice)

- Most people have started walking more locally (55%);

- Other actions include: managing without private car (45%), cycling more often (43%), travelling less in general (36%), using the car less (22%), bought a bicycle (20%), and joined a car club (8%);
- 11 people specified 'other' options, including two people who said none. Some cycle a lot or have borrowed a bike during lockdown, others do not want to cycle in the borough due to the low quality of cycle infrastructure;
- 143 responses received (68% of total respondents who commented on Commonplace).

Q5: What would make it easier for you to walk, cycle or travel around in other more environmentally friendly ways? (multiple-choice)

- Most people selected segregated cycle routes (62%), closely followed by car-free neighbourhoods (57%);
- Other measures included: low-traffic cycle routes (47%), streets that prioritise pedestrians (43%), less polluted streets (42%), wider pavements (35%), better cycle parking (33%), more local bus services (23%), places to sit when walking (18%), more public toilets (18%);
- A small group selected: cycle training schemes (11%) and incentives to join a car club (7%);
- 19% specified 'other' options, including two people who stated none. Comments are discussed in detail below;
- 154 responses received (73% of total respondents who commented on Commonplace).

4.6.5 Energy feedback

Q2: How familiar are you with renewable energy technologies?

- Most people were a little familiar (56%);
- 37% were very familiar, 6% want to know more and 2% was not familiar;
- 52 responses received (25% of total respondents who commented on Commonplace).

Q3: Which of these renewable energy technologies would you be supportive of installing at your home or business? (multiple-choice)

- The majority of people was supportive of solar photovoltaic (PV) panels (76%), closely followed by air source heat pumps (71%);
- Other technologies were also supported by the majority of respondents, including ground source heat pumps (59%) and solar thermal (59%);
- One person said they would not support any (2%), one person said they could not consider any as leaseholders (2%), one person requested the Council to investigate what it could do in neighbourhoods to provide green energy to all homes for those who could not install technologies themselves (2%) and one person would be supportive of community-owned local energy grids (2%);
- 84% of people selected more than one technology option;
- 49 responses received (23% of total respondents who commented on Commonplace).

Q4: What would help you consider installing renewable energy technologies at your home or business? (open question)

- Three main areas would help installations: cost (23 people), competent and tailored advice for different housing typologies (13 people), feasibility (6 people);
- Specific comments included: needing buy-in from landlords, implementing penalties for people not making changes and ensuring the timeframes are much quicker, presumption of consent from freeholder(s) to install, advice on listed buildings specifically, being able to see an example installation, pursuing neighbourhood renewable schemes to include individual homes that cannot feasibly connect, competent people who can install and maintain the technologies, and Homes for Haringey taking the initiative to install for a whole block;
- 48 responses received (23% of total respondents who commented on Commonplace).

Q5: What are the top three biggest factors that you would take into account if considering installing any renewable energy technologies?

- The majority of people selected installation cost as the biggest factor (76%), followed by carbon reduction savings (58%);
- Other factors included: energy saving potential (33%), space for equipment (33%), recommendations from known person (24%), getting planning permission (20%), visual impact (18%), installation time (4%), N/A (2%);
- 5% specified 'other', including one who would not consider, and a person who suggested trained and good installers;
- 55 responses received (26% of total respondents who commented on Commonplace).

Q6: Which of the following would make it easier for you to cut down on your energy consumption? (multiple-choice)

- The most selected factors were trusted local suppliers (48%) and more affordable options (46%);
- Other factors included: information on green technologies (37%), help with a home/business audit (24%), information on the best green tariffs (22%), information on energy efficient appliances (20%), and benchmarking energy use (20%);
- 15% specified 'other', including five who said this was not applicable, including two who have already retrofitted their home. One person suggested Information on how to cut down energy consumption, energy efficient cooking techniques, energy efficiency behaviours around the house would be useful;
- 55 responses received (26% of total respondents who commented on Commonplace).

4.6.6 Community feedback

Q4: To reduce carbon emission, we want to encourage shopping locally and not using cars. As a resident, what factors would encourage you to shop locally? (multiple-choice)

- The factors chosen the most included more street trees and planted beds (61%) and better public environment (57%);
- Other factors included: more space to walk (55%), buy locally sourced products (51%), better cycle parking (45%), local green delivery service (35%), community spirit (27%), better social distancing (20%), better public transport access (18%), local park (18%), better car parking (2%);
- 16% specified 'other' responses. This included safe accessible pavements for wheelchair users that includes usable dropped kerbs, fewer cars on the roads, less

pollution and speeding, segregated cycle routes, safe walking routes to the high street, vertical planting on ugly buildings, re-allocation of space from cars to pavements in order to encourage people to come to local centres, turn car parking spaces into cycle parking. Other suggestions included local markets and public artists performing;

- 49 responses received (23% of total respondents who commented on Commonplace).

4.7 Feedback not taken forward

Several comments were made around carbon emissions related to lifestyle choices, such as flights, eating meat, and consumerism, which are often referred to as scope 3 emissions. While these issues are important and have been referenced in the HCCAP, they have not been included. This is because the Council does not have any way of knowing the scale of the carbon emissions caused by these choices in Haringey. Therefore, we cannot target messaging or measure improvements. Alongside this there may be cultural or historic reasons why people need to make these decisions. Any actions recommended around this have not been carried into the Action Plan. The Council though will include educational and awareness around these choices in the communications on the Action Plan.

This is based on Council judgement that these aspects have not been taken forward.

4.8 Demographic breakdown

Respondents could choose whether to respond to the demographic questions and the special category data. They were prompted with these questions after first filling in questions on a tile (or category), they were then asked to confirm their email address to confirm their responses. Respondents who chose to disclose special data were anonymised, so their data cannot be linked back to their responses in any way by the Council.

The percentages stated below relate to the total number of respondents, which includes anonymous respondents and those who left the questions blank.

4.8.1 Age

- The highest response rate was from the 60-74 age bracket (32%);
- There was a fairly equal distribution between the age brackets of 30-39 (18%), 40-49 (18%), 50-59 (19%);
- The lowest proportion of respondents in the age brackets of 0-16 (0%), 22-29 (6%) and 75+ (7%);
- Of the 210 total respondents who commented on Commonplace, 68% stated their age.

4.8.2 Gender

- 50% of people described their gender as female, and 44% as male;
- 4% preferred not to state their gender;
- 2% preferred to self-describe. Respondents were given the option to self-describe their gender, but no one did;
- One person stated they felt the question should ask about sex, not gender. LBH response: the question about gender was specifically asked over sex as it was felt this would be a more inclusive question. Gender can be identified by the person without being defined by their sex;

- Of the 210 total respondents who commented on Commonplace, 68% stated their gender.

4.8.3 Ethnic background

- 87% of respondents stated they are White, broken down by 71% White British, 2% White Irish and 15% White Other;
- Other respondents stated their ethnic background is: Mixed Other (5%), Asian/Asian British – Indian (4%), Black/Black British – Caribbean (2%), Black/Black British – African (1%), Mixed – White and Asian (1%), Any other ethnic group (1%);
- Of the 210 total respondents who commented on Commonplace, 52% stated their ethnic background.

4.8.4 Faith and religion

- 70% of respondents said they don't have a faith or religion;
- Christianity was the most selected faith or religion category (19%);
- Other responses included: Jewish (3%), Other (3%), Hindu (2%), Buddhist (2%), Muslim (1%), and None or Other (1%). Two people filled in the 'other' option: one person stated Atheist and one person stated Quaker;
- Of the 210 total respondents who commented on Commonplace, 51% stated their faith or religion.

4.8.5 Disability

- The majority of people stated they don't have a disability (90%);
- Two people said they have a disability (8%), and 2 people preferred not to state this (2%);
- Of the 210 total respondents who commented on Commonplace, 49% stated their disability/ability.

4.8.6 Living situation

- The majority of respondents own their home as a freeholder (49%);
- Other living situations were reported as owner-occupiers who are leaseholders (16%), housing association home (0.5%), privately-rented home (7%), Council home (1%), and 1 person ticked the 'other' box: housing co-operative (0.5%);
- Of the 210 total respondents who commented on Commonplace, 93% stated their living situation.

4.8.7 Home postcode

- Many respondents live in the N4 area (17%);
- Other respondents have the following postcodes: N2 (2%), N6 (9%), N8 (17%), N10 (12%), N11 (3%), N15 (15%), N17 (13%), and N22 (11%);
- One person lives outside the borough, in the E1 postcode;
- Of the 210 total respondents who commented on Commonplace, 66% stated their postcode.

4.8.8 Connection to Haringey

- People were able to select multiple options for their connection to the area, including residence, work, studying, business, part of community group. The percentages below cannot be added up as people could select multiple options;
- Most people live in the borough (73%);

- 15% of people work in Haringey, 6% have a business, 2% study and 21% of people are part of a community group;
- 17% of people have multiple connections to the area;
- Of the four people who stated they don't live in the borough (see responses to the postcodes), two work in Haringey and two people did not answer the question;
- Of the total 210 respondents who commented on Commonplace, 68% stated their connection to Haringey.

4.9 Climate Change Projects Map

33 people placed a pin on the map, of which 2 project ideas were duplicates.

The map asked respondents to move a slider to indicate whether the project is an idea or exists already. It is assumed that:

- Numerical values below 35 are categorised as an idea (total of 15 ideas):
 - Harringay Low Traffic Neighbourhood;
 - Clyde Area Low Traffic Neighbourhood;
 - One-way streets on the roads between Hornsey Road/Crouch End Hill, and Crouch Hill;
 - Renewable energy on the roof of St Mary's CE Primary School, N8;
 - Ground source heat pumps in Priory Park;
 - Community hub for information and advice on renewables, retrofitting, electric vehicles, climate change, food and waste etc on Hornsey High Street;
 - Wildlife-only areas in parks where humans and pets cannot access. Council to 'allocate' land and communities to maintain and monitor;
 - Kids' Green Radio Station;
 - The Gardens parklets in Gardens Roads, including the Page Green area specifically;
 - Make Highgate Library energy efficient;
 - Open golf courses to public use;
 - Lawrence's Improvement Plans: LED lighting, trees, EV charging points;
 - Wightman Road cycling project;
 - Tree planting on open space behind Rowland Hill School.
- Numerical values between 35 and 80 are considered in the stages of implementation (total of 7 projects):
 - Shepherds Hill cycling and traffic calming;
 - Community Allotment at St Phillip the Apostle Church;
 - Double the number of street trees across the borough;
 - Saving Scout Park, in Bounds Green;
 - Making Highgate Library accessible to disabled people;
 - Stroud Green LTN;
 - StART - St Ann's Redevelopment Trust - on site of St Ann's Hospital.
- Numerical values over 80 are categorised as projects being delivered or already delivered (total of 8 projects):
 - Chestnuts Primary more school solar panels and retrofit of building;
 - Guardians of the Garden: community space, LED lighting, EV charging points;
 - Crouch End Open Space new trees, hedgerows and woodland;
 - Woodside School community solar energy;
 - St John and St James' church vicarage passive house new build;

- Wolves Lane Centre;
- Green Open Homes by Muswell Hill Sustainability Group;
- Marks and Spencer community solar panels, en10ergy.

The named partners include: the Council, Homes for Haringey, Council parks, the community, residents associations, Friends of Highgate Library, Shepherds Hill Association (Clyde Area, Gardens), Haringey Music Services, The Kids' Concert Company, golf course owners, Friends of the Earth, Rowland Hill School, Spurs, St Phillip the Apostle Church, StART, the GLA, Guardians of the garden, Crouch End Open Space, Campaign for the Protection of Rural England, OVO, Wolves Lane Consortium, Muswell Hill Sustainability Group, Highgate Society Sustainable Living Group, Marks and Spencer, en10ergy.

To make ideas a reality, the following were named: feasibility studies, engagement with stakeholders, coordination, maintenance and monitoring, funding, CIL funding, energy efficiency plan, segregation of cycle lanes and reducing driving speeds, display boards of renewable energy generation, publicity from Council, and new volunteers.

4.10 How has this influenced the plan?

The Council will use the range of projects suggested to support to them directly should funding be available, and could support these schemes within future work plans. Where the plans are currently not formed, the Council will consider how they can be integrated across the Council services into existing work plans. For named projects the Council will work with those stakeholders, and across services to support them, identify funding and support bids to other agencies.

5. Carbon Priority Simulator

5.1 Introduction to the Priority Simulator platform

The tool was developed together with Delib, who also hosted the digital platform. Delib's tool is designed for deliberative engagement, seeking to understand how people would prioritise and feed into the decision-making process. It engages people by providing the opportunity to make difficult decisions where trade-offs need to be made, allowing people to learn from the experience whilst also providing useful feedback.

The carbon projects and the level of proposed action in the simulator is based on ARUP's Zero by 2050 Carbon Route Map Report (June 2019) and Addendum Report (June 2019), and the Council's draft Haringey Climate Change Action Plan.

Categories included:

- Our Housing Stock;
- Energy;
- Transport;
- Community;
- The Green Economy;
- Council.

People were given the option to provide comments under every section (large blank field) and at the end of the simulator. They were also asked to fill in demographic questions before submitting their responses.

5.2 Period of engagement

The Priority Simulator was launched on 18th November 2020 and is set to stay open until 22nd March 2021. A total of 63 people responded to the carbon priority simulator between 18th November 2020 and 4th January 2021.

We expect more people to be responding to the simulator in the run up to the Full Council meeting. These responses will be captured when amending the reports up to the last day of reporting. It also functions as an educational tool for people to understand the need to prioritise certain actions within the near future with current resources available.

The simulator was advertised through the external Commonplace engagement platform through a dedicated sub-page and newsletter items, in addition to social media posts (Twitter, Instagram), newsletters and bulletins (Schools, Partner, Business).

5.3 Views on the Borough's Net Zero Carbon Ambition

When submitting a response to the priority simulator, respondents were asked to answer how concerned they are about climate change. This identified that:

- The vast majority of people are very concerned (79%);
- Fairly concerned (8%);
- 3% of people are not very concerned, and 2% not concerned at all;
- 92% of people responded.

5.4 The Climate Change Action Plan's key priority programmes

5.4.1 Points allocated relative to their category weighting

When looking at the allocation of points relative to its weighting, the top five priorities were:

- Investment in transport infrastructure for walking and cycling (85%);
- Retrofit council-owned homes (74%);
- Reduce carbon emissions in new-build developments (72%);
- Embed sustainability and carbon reduction in the Council's services procurement (67%);
- Install local renewable energy production in Haringey (59%).

This was also reflected in the feedback received through the Citizens' Panel and Commonplace platforms.

The five actions that received the least number of points, and less than half of their available points, were:

- Retrofit all commercial business premises and support businesses to improve the energy efficiency of their building(s) (32%);
- Support all businesses to prioritise carbon reduction in decision making (35%).
- Retrofit private-sector housing (44%);
- Install a borough-wide decentralised energy network (DEN) (46%);
- Support community groups in delivering awareness raising and behaviour change events and developing a webpage (46%).

This indicates that the three lowest priorities were allocated to categories that require changes at the business or individual home-owner level. Less priority was also given to the

Council developing a DEN and supporting community groups in encouraging behaviour change.

5.4.2 Housing

Out of a maximum allocation of 75 points for all three sliders, on average:

- The highest allocation of points was given to 'retrofit council-owned homes to improve energy efficiency' (55.6 points, 74% of points);
- The second highest allocation was given to 'reducing emissions in new-build developments' (54 points, 72%);
- The lowest priority was given to 'retrofit private sector housing' (32.9 points, 44%).

Housing was the category with the highest number of points available to spend, and the first two sliders also appeared as second and third highest number of points allocated on average, with people allocating the third least points to the third slider.

5.4.3 Energy

Out of a maximum allocation of 45 points for both sliders, on average:

- The highest allocation of points was given to 'install local renewable energy production in Haringey' (26.4 points, 59%);
- The second highest allocation was given to 'install a borough-wide decentralised energy network (DEN)' (20.7 points, 46%).

5.4.4 Transport

Out of a maximum allocation of 60 points for all three sliders, on average:

- The highest allocation of points was given to 'investment in transport infrastructure for walking and cycling' (50.8 points, 85% of points);
- The second highest allocation was given to 'increase the move to low- and zero-emission vehicles' (32.7 points, 54%);
- The lowest priority was given to 'Engage with residents to increase walking, cycling and using public transport' (31.1 points, 52%).

5.4.5 Community

Out of a maximum allocation of 30 points for two sliders, on average:

- Both sliders received about half of the available points on average;
- The highest allocation of points was given to 'increase education and awareness of the impacts of climate change across the borough' (15.7 points, 52%);
- The second slider was 'investment will be made to support community groups in delivering awareness raising and behaviour change events and developing a webpage' (13.8 points, 46%).

5.4.6 The Green Economy

Out of a maximum allocation of 60 points for all three sliders, on average:

- The highest allocation of points was given to 'support the development of the carbon reduction job and career sector, delivering a green sector skills programme' (32.1 points, 53% of points);
- The second highest allocation was given to 'support all businesses to increase prioritisation of carbon emission reduction decision making' (21.3 points, 35%);
- The lowest priority was given to 'retrofit all commercial business premises and support businesses to improve the energy efficiency of their building(s)' (19.0 points, 32%).

5.4.7 Council

Out of a maximum allocation of 30 points for all three sliders, on average people allocated over half of their available points to Council carbon reduction projects:

- The highest allocation of points was given to 'embed sustainability and carbon reduction in the Council's procurement of services' (20.2 points, 67% of points);
- The second highest allocation was given to 'Reduce the carbon footprint of Council operational buildings' (17.5 points, 58%);
- The lowest priority was given to 'Reduce the Council's travel emissions (including schools)' (16.2 points, 54%).

5.5 Demographic breakdown

5.5.1 Age

- Highest proportion of respondents in the 30-39 age bracket (27%);
- Lowest proportion of respondents in the 0-16 (4.8%) and 75+ (4.8%) age brackets;
- Full results were: 0-16 (5%), 22-29 (13%), 30-39 (27%), 40-49 (14%), 50-59 (19%), 60-74 (11%), 75+ (5%);
- 94% of people responded.

5.5.2 Gender

- Female respondents were over-represented at 48%;
- Male respondents were 40% of total;
- 2% preferred not to state their gender;
- Respondents were given the option to self-describe their gender, but no one did;
- One person stated they felt the question should ask about sex, not gender. LBH response: the question about gender was specifically asked over sex as it was felt

this would be a more inclusive question. Gender can be identified by the person without being defined by their sex;

- 89% of people responded.

5.5.3 Ethnic background

- The white ethnic background was over-represented at 87% (a total of 55 responses out of 63); this was split into 68% white (British) and 19% white (other) out of the total number;
- Two people (4%) stated their ethnic background is mixed (other), and 1 person (2%) stated they had another ethnic background;
- 71% of people responded.

5.5.4 Faith and religion

- The majority of people stated they don't have a faith or religion (57%);
- The faiths or religions people considered to have include: Buddhist (2%), Christian (13%), Jewish (3%), Muslim (2%), and Other (10%);
- 86% of people responded.

5.5.5 Disability

- The majority of people stated they don't have a disability (81%);
- Two people said they have a disability (3%), and 1 person preferred not to state this (2%);
- 86% of people responded.

5.5.6 Living situation

- The majority of respondents own their home as a freeholder (35%), and this is closely followed by owner-occupiers who are leaseholders (33%);
- Three people living in a housing association home (5%), 12 people live in a privately rented home (19%), and 1 person ticked the 'other' box (2%);
- 94% of people responded.

5.5.7 Home postcode

- Many people live in the N8 area (16%);
- Other respondents who live in the borough, have the following postcodes: N4 (5%), N6 (3%), N10 (8%), N15 (8%), N17 (10%), and N22 (6%);
- Of the respondents who live in Haringey, 54% live in the west and 46% in the east of the borough;
- Four respondents live outside the borough: in the EN7, SW11, SW16 and W3 areas (total of 6%);
- 62% of people responded.

5.5.8 Connection to Haringey

- People were able to select multiple options for their connection to the area, including residence, work, studying, business, part of community group. The percentages below cannot be added up as people could select multiple options;
- The majority of people live in the borough (81%);
- 16% of people work in Haringey, 3% have a business, 2% study and 22% of people are part of a community group;

- 17% of people have multiple connections to the area;
- Of the four people who stated they don't live in the borough (see responses to the postcodes), two work in Haringey and two people did not answer the question;
- 89% of people responded.

5.6 Further comments

A total of 40 comments were left by respondents. They had the choice to submit interim comments under one of the slider headers, or at the end before submitting their final priority scores. The following number of comments were left:

- 7 housing comments
 - All new builds should conform to high efficiency standards;
 - Should consider replacement of existing stock with better, more housing;
 - Stricter housing regulations;
 - Focus on oldest buildings first;
- 3 energy comments
 - Need to get infrastructure ready for centralised heating and green energy technologies;
 - Consider working with other boroughs for shared facilities;
- 8 transport comments
 - Address misinformation about electric cars being 'zero emission', acknowledge their life-cycle and particulate emissions. Any EV infrastructure should be targeted to shared vehicles;
 - Reduce car ownership with CPZs, car clubs and EV charging points, and safe cycling zones and routes;
 - Low-cost modal filters;
 - Deal with congestion and pollution in borough;
 - Enforce highway code;
- 3 community comments
 - Education and engagement should be top priority, including focus groups, face-to-face engagement, promotional banners;
- 3 green economy comments
 - Suggestion for an accreditation system for businesses;
 - Focusing on an emission-free, plastic-free, re-use and repairing, local economy;
- 6 Council comments
 - Address staff car parking, e.g. charging more, reducing spaces and showing leadership;
 - More savings to be made to buildings, recycling furniture and dealing with its heating systems;
- 10 final comments at the end
 - Support for cycling and walking infrastructure;
 - Bias towards educating and guiding, but need to use budget for 'real work' which requires top-down action;
 - Address through-traffic as an authority which impact local streets;
 - Useful tool to engage.

6. Community group feedback

Five individuals (including a local teacher) and nine community groups also took the opportunity to email (further) feedback to the draft HCCAP to the Carbon Management email inbox. This included:

- Hornsey Pensioners Group;
- Highgate Conservation Area Committee;
- Haringey Green New Deal;
- Muswell Hill Sustainability Group;
- HLCA – Haringey Labour Climate Action;
- Friends of the Earth – Tottenham & Wood Green;
- Extinction Rebellion Haringey;
- Haringey Green Party;
- Haringey Climate Forum (HCF).

6.1 Views on the Borough's Net Zero Carbon Ambition

Community groups all support the vision and noted their appreciation in being honest about setting realistic target dates. The Council is asked to show leadership, inspire and enable local people to play their part. Community groups recognise opportunities to push the plan forward within pandemic but also note the urgency with which mass engagement needs to take place.

The Council is encouraged to promote a positive vision: getting things back rather than giving things up, giving back locally and creating healthier places.

All decisions need to move the Council closer to the overall objective of achieving net zero carbon by 2041. Most community groups emphasised the urgency of acting, and support the steps the Council and borough need to take urgently.

6.2 The Climate Change Action Plan's key priority programmes

The community could also play a larger role in helping to deliver the plan, and the Council should start now with building community support. The community can help deliver specific projects and help publicise of funding, regulations, tips, local retrofit companies, and raise awareness through targeted engagement and area-based campaigning with representatives, a volunteer network, and ward councillors. This should be inclusive of minority ethnic, faith and religious organisations and groups to spread the message and take part in local climate action networks. It also included suggestions for a Citizens Assembly or similar.

Several other points were raised:

- Some groups proposed to prioritise private-sector retrofitting due to the difficulty in addressing this area, which should be done by lobbying for funding and advice, and supporting training initiatives. This should initially target interested homeowners.
- Wide support for tackling the traffic and pollution problems of Haringey's roads. Urgency to address the growth in private motorised vehicles from COVID-19 by delivering physical highways infrastructure to support walking and cycling. Plans should also address the surge in deliveries from online shopping. The asks include decreasing road space for motorised vehicles, re-allocation of space to pavements, cycling, cycle parking and more greenery.

- Consider prioritising decarbonisation in non-core Council buildings as they would constitute a higher proportion of emissions than the 0.8%.
- To put economic, social and racial equality central to the vision and action plan.
- Several groups emphasised the need for the Council to address both the ecological and biodiversity emergencies in tandem.
- Lobbying for legislation changes and funding programmes should be a priority.

6.3 The Climate Change Action Plan's key projects and policies

Support for key projects included:

- Inviting high-profile business people to lead workshops with local businesses and employers to talk about a low-carbon transition.
- Incorporating 15-minute city concepts within planning.
- Support for Low Traffic Neighbourhoods in various areas, including Bounds Green, Haringey Green Ladder, Crouch End, St Ann's and Bruce Grove.
- Banking practices, including pension investments, should be investing in low carbon projects only.
- Dangerous driving and accessibility of roads need to be improved; including widening pavements, dedicated cycle lanes, extending CPZs, reducing non-residential parking, 24-hour bus lanes.
- Greening of the borough should take place: pocket parks, new green spaces, etc.
- Prioritise a pilot retrofit scheme for a Council estate.
- To consider more seriously the impact of embodied energy in contracts, policies, operations and buildings.
- Set up local advice points, one-stop-shops for retrofit advice for residents and businesses.
- Support local training initiatives, e.g., supported by the Selby Centre, for local skills building, residents and businesses. This can include case study visits.
- Supporting ideas competitions in schools and more widely.
- Deliver a large-scale renewable energy project, such as the Walthamstow reservoirs.
- Look to set up a monitoring framework that includes community consultation and liaison.
- Include items on delivering smart electricity, including local export and batteries.
- Change the focus of waste management to reusing, repairing, repurposing before recycling or disposing. This was raised for the Council's waste management and for businesses to adopt more circular economy practices.
- Supporting cargo bike trial schemes and the delivery of a cargo bike hub.
- Include more on school's procurement and food.
- Scale up the delivery of cycle parking hangars and other types of secure cycle parking.

6.4 The Borough's Low Carbon Barriers that need to be overcome

Community groups highlighted the need for further lobbying on items. This included expanding the Salix loan scheme for public sector retrofitting. Better subsidies or funding for renewable energy should enable residents and businesses to install technologies; including the need to remove solar plants from business rates and tackling the current lack of

subsidies for domestic properties or small-scale installations. As a result of this feedback the lobbying letters to national and regional government will be redrafted and resent.

The most mentioned barriers for retrofitting were the high costs, having access to trusted and local suppliers and having the knowledge to undertake retrofitting.

In terms of travel behaviour, most people felt it was the physical highway infrastructure that prevented people from walking and cycling more or at all. People cited dangerous driving behaviour, high levels of air pollution, lack of segregated cycle lanes, narrow pavements, pavements not accessible for disabled people and high levels of road-side car parking.

In response to what would encourage people to shop more locally without cars, people's most selected factors were having more street trees and planted beds and having a better public environment.

6.5 Communications

Suggestions were made to engage with young people, older people, especially around the practicalities of retrofitting, hard-to-reach communities. Using digital tools, YouTube videos was considered to be far more helpful than website content or leaflets. Other suggestions included issuing translations, utilising the Covid-19 support groups, social media engagement, and monthly spreads in the Haringey People magazine to provide advice. Groups also proposed to set up a system of street/neighbourhood representatives to enable local engagement on topics, with ward-by-ward and street-by-street interactions.

7. Youth Advisory Board

The Youth Advisory Board were commissioned to gain an understanding of the views of young people in Haringey (aged 13-21) on the Draft HCCAP and the New Local Plan.

A tailored set of questions was prepared together with the Youth Advisory Board, Carbon Management and Planning Policy. This included questions around what they know about climate change/global warming, how they feel about the climate emergency, what they already do to reduce their impact, and whether they knew what green jobs were and wanted to know more.

Engagement was set to take place during the month of January 2021, with a target to get feedback from at least 300 young people, from a diverse range of backgrounds where possible. At the end of January, 331 responses were received, and these are reported on below.

30 respondents left the climate change questions blank and only responded to the planning questions. These 30 responses have therefore not been included in this analysis.

7.1 Young people's responses

Q1: How much do you know about climate change / global warming?

- 51% a lot;
- 43% a little;
- 5% not very much;
- 1% nothing at all.

Q2: How do you personally feel about the climate emergency?

- 69% I care a lot;
- 28% I care a little bit;
- 2% I don't care at all;
- 1 person: It's a movement that hasn't be made accessible to those not middle class.

Q3: Which of these things do you already do that will help reduce our impact on the environment? (multiple choice)

- 306 respondents selected three or more actions they are already undertaking to reduce their impact (92%);
- One person said they don't do anything, and all other 330 respondents stated they already undertake at least one action.
- The actions they are already doing are: walking (90% of respondents), switch off lights (77%), travel by public transport (65%), eat local food (58%), use less packaging (48%), cycling (43%), talk to friends/family about climate change (43%), air dry laundry (40%), buying second-hand clothes (39%), eat less or no meat/fish (38%), grow food at home, school or elsewhere (19%).

Q4: Do you know what a 'Green Job' is?

- 33% want to know more (including 7% 'no, want to know more'; 6% 'unsure, want to know more'; 2% 'yes, want to know more');
- 29% said yes;
- 20% are unsure;
- 18% said no;
- All 203 total respondents who responded to the climate change questions responded to this question.

7.2 Demographic breakdown

7.2.1 Age

- The highest response rate was from the 13-16 age bracket (49%);
- Other age brackets included: 17-19 years old (35%), 12 years and younger (11%), 20-21 years old (2%) and 22 years and older (3%);
- Of the 331 total respondents who responded to the climate change questions on the youth survey, 99.7% stated their age.

7.2.2 Postcode

- The highest response rates were from the N8, N10, and N17 postcodes;
- Other postcode areas included: N22, N15, N4, N6, N19, N2, N11, N13, N16, N18;
- 9% of respondents don't live in the borough, their postcode areas were: EN, E17, N1, N29, N3, N9, E5, RM and CT;
- Of the 203 total respondents who responded to the climate change questions on the youth survey, 97% stated their postcode.

7.3 How did this influence the plan?

The YAB survey further strengthened the need to prioritise the climate emergency within the Council's decision making at all levels, as 69% of surveyed young people care a lot about climate change.

It also showed that there is buy-in from young people in Haringey to reduce their impact on the environment. An action was amended under Com2 to add that low-carbon project

competitions would be held in addition to setting up the Community Energy Fund to further stimulate engagement. A new action under Com3 will develop a low-carbon volunteer network, which would also seek to include young people.

The survey also highlighted that a third of respondents were interested to hear more about green sector jobs, in addition to 29% saying they already knew what these are. The action plan was strengthened by adding an action under Objective E2 to support local apprenticeships to carry out solar PV installations. Further wording was added under an action for Objective Com3 to advertise council-owned deep retrofit projects as training opportunities specifically for local young people (paid work experience, or apprenticeships). Further supporting text was also included within the action plan to explain what green sector jobs typically are.