ANNUAL CARBON REPORT 2022

1. Foreword

By declaring a Climate Emergency, we have clearly stated the critical importance and urgency of carbon reduction. As one of the most unequal boroughs in London, the challenge for Haringey is a microcosm of the global sustainability challenge – we need to reduce our environmental impact and live within our environmental limits while reducing inequality. The environmental and economic opportunities are huge, and we need to take them, and we need to continue to successfully deliver carbon reduction.

In terms of our performance, we now know that the borough has delivered its 40:20 ambition. We have delivered a 43.1% total reduction in carbon emissions from 2005 to 2020. This is a carbon reduction at a faster rate than the national level of performance, while increasing our population. This progress stands as testament to the incredible hard work of Haringey's community. This Report highlights the progress made in reducing the emissions in our Council buildings, our wider housing stock and transport networks. We can see the positive carbon impacts we have delivered – local energy generation through new local renewables, improved housing with lower energy bills, and improved cycling infrastructure. We are also delivering co-benefits via carbon reduction projects. Our School Streets Programme, and award-winning Active Travel Cycling Programmes not only reduce carbon, but improve health and wellbeing, economic justice, and social cohesion. Our work on energy efficiency is reducing the impact of the cost-of-living crisis.

As the borough's largest employer, the Council takes a leadership role. It can leverage its statutory and regulatory powers as well as its ability to design policy to create real material environmental change. The Council will continue to act as a transformational role-model, taking bold steps and making rapid changes. Since 2015, the Council emissions that it directly controls have reduced by 62%. Haringey has invested millions in the energy efficiency of its maintained schools, the switch to LED lighting boroughwide, the partial decarbonisation of its fleet, the adoption of renewable energy production, and delivery and the retrofitting of its Council homes. We are closing in on the total decarbonisation of our pension fund and are embedding zero carbon practices in our housebuilding programme as well as incentivising the same approach in private sector developments.

In the spirit of the emerging Haringey Deal and wider co-delivery of projects, we continue to work with our community. The Haringey Community Carbon Fund underlines our co-production approach to carbon reduction and climate change. This oversubscribed and successful fund is just one way that we will grow and cement collaboration between Council

and community. And over the course of the next year, we will explore more ways in which the Council and community can work closer together on this vital work area.

We will continue to implement bold and far-reaching policy initiatives, constantly review our progress and be courageous in self-reflection. We must continue to double our efforts, engage further, strengthen our collaboration, inform, educate, and inspire. We are seeing the impact of our changing climate now through the summer heatwaves and localised flooding. These were once rare occurrences, now they are happening with greater frequency both globally and locally.

In order to tackle Climate Change effectively we need to continue to work together as one across all Council service areas and with the organisations, campaigns, and residents and businesses across the borough. We need to take the approach that in addressing the Climate Emergency, we are also building a better borough and society which is more prosperous, equal, and sustainable.

Cllr Mike Hakata

Cabinet Member for Environment, Transport, and the Climate Emergency and Deputy Leader of the Council

2. Contents

3. Introduction

This is our twelfth Annual Carbon Report covering the performance and projects delivered during 2022. The Annual Carbon Reports monitor the borough's progress in reducing our carbon emissions and celebrate our successes. 2022 has been an important year, as we continue to face the challenges of the post-effects of the Covid-19 pandemic while ensuring we see a fairer and greener recovery. Covid-19, like climate change, has disproportionally impacted the most vulnerable groups in our borough, creating ripples of challenges for our residents and council services. As a council, we are striving together with the Haringey community to deliver progress against these important issues and deliver a greener, fairer, Haringey.

The year 2022 saw the continuation of extreme weather events linked to climate change, with heavy rainfall in July causing flash flooding events in Haringey, and breaking new heat wave records, reaching 40 degrees Celsius for the first time in the UK. With wildfires reported in London and a drought resulting in a hosepipe ban by Thames Water. The ongoing damage caused by climate change underlines the urgency of action to reduce carbon emissions globally.

This is the second annual carbon report that will report on the Haringey Climate Change Action Plan (HCCAP) adopted in March 2021 and sets out our target to be a net zero carbon borough by 2041 and for the council's corporate buildings to be net zero carbon by 2027. 2022 is also the year we can report on whether we have met our first carbon reduction target, the 40:20 target. This was set in 2012, before we adopted the 2041 target as part of the Climate Change Action Plan.

The first chapters of this report provide a synopsis of the key International, Regional and Local context of climate change, including key policy changes, news stories, and public attitudes towards climate action.

The second part of the report sets out the overall carbon emissions of the borough and reports on our performance against our carbon reduction targets:

- A total reduction of 43.1% from 2005 to 2020, achieving and going beyond Haringey's initial 40% carbon reduction target by 2020, using the data from the Department of Business, Energy, and Industrial Strategy (BEIS).
- The data from BEIS shows a 7.3 % reduction in carbon emissions between 2019 and 2020 (the latest year that data is available for).

- An 18% reduction from 2015 to 2020 in relation to our current HCCAP carbon reduction targets, using the data from the London Energy and Greenhouse Gas Inventory (LEGGI), with data published by the GLA for both the years 2019 and 2020.

The latter half of the report mirrors the six domains identified in the HCCAP to reduce carbon emissions: Council, Housing, Workplace, Transport, Energy, and Community. These summarise the key carbon reduction projects and achievements delivered in 2022, including the launch of second round of the Community Carbon Fund, the continuing work of retrofitting council houses, and updates on our new and existing school streets. Finally, a section looking ahead at projects planned for 2023 concludes the report.

4. Key policy changes – international and national

4.1. COP27 in Egypt (27th Conference of the Parties to the United Nations Framework Convention on Climate Change)

In November 2022, delegates from almost 200 countries gathered in Egypt for COP27, which saw the handing over of the Conference of Parties'(COP) residency from the UK to Egypt, and also marked the 30th anniversary of the United Nations Framework Convention on Climate Change (UNFCCC). Four key themes were identified for the conference: mitigation, adaptation, finance, and collaboration. The Sharm el-Sheikh Implementation Plan was published on 20th November 2022 which reaffirms the commitment to limit the global temperature rise to 1.5°C above pre-industrial levels. Key agreements were made on: finance for loss and damage caused by climate change through the establishment of a fund, more than $230 million of new pledges made to the adaptation fund, and a mitigation work programme was launched to start immediately after COP27.

4.2. Intergovernmental Panel on Climate Change (IPCC) Report

Working Group III of the IPCC published Climate Change 2022: Mitigation of Climate Change, its third contribution to the Sixth Assessment Report which was finalised on 4th April 2022 during the 14th Session of Working Group III and 56th Session of the IPCC. The report warns that the world is set to reach the 1.5-degree Celsius level within the next two decades and only drastic cuts in carbon emissions from now would help prevent an environmental disaster. The report set out five scenarios, known as shared socio-economic pathways, which looks at five different ways in which the world might evolve if drastic action was taken now or in the absence of any action. The high-carbon pathway, which is the worst of the scenarios, shows a 4°C rise in global temperature by the end of the century.

4.3. Committee on Climate Change 2022 Progress Report to Parliament

In June, the Committee on Climate Change (CCC) published a report to the Parliament on the UK's Progress in reducing emissions which provides a comprehensive overview of the UK Government's progress to date in reducing emissions. This report was accompanied by a new Monitoring Framework which details the CCC's updated approach to tackling real-world progress through a set of new indicators. These reports commended the Government's 2022 climate promises, but criticised the delivery and slow processes in place, and offered over 327 policy recommendations for additional action.

4.4. COP15: UN Biodiversity Conference in Montreal

In December 2022, the Conference of Parties on Biodiversity was held in Montreal. This resulted in a landmark agreement to protect 30% of the natural world by 2030. The interim budget for the programme of work of Convention on Biological Diversity, the Cartagena Protocol on Biosafety and the Nagoya Protocol on Access and benefit were proposed. The conference adopted the Kunming-Montreal Global Biodiversity Framework which provides a strategic vision and a global roadmap for the conservation, protection, restoration and sustainable management of biodiversity and ecosystems for the next decade.

4.5. UK energy and fuel prices

In June, the average price of petrol and diesel were hitting records around 191p per litre of petrol and 199p per litre of diesel. This is projected to increase costs for households and businesses and push more people into fuel poverty. This emphasises the need to retrofit buildings to reduce energy demand, both to reduce carbon emissions and safeguard living standards and social justice. The increased price of cars and fuel also offer an opportunity to promote lower-carbon transport options. In response to this the Government launched energy efficiency advice to reduce the costs for energy users.

4.6. Building regulations

Parts of Building Regulations were updated for England and have taken effect from 15th June 2022. This includes amendments to Approved Documents Part F (Ventilation) and Part L (Conservation of fuel and power), as well as the release of new Approved Documents Part O (Overheating) for new domestic buildings only and Part S (Infrastructure for charging electric vehicles). Part L sets out interim higher requirements for both new and existing buildings, in advance of consulting on the new Future Homes Standard and Future Buildings Standard which is anticipated to take effect from 2025.

5. Key policy changes – regional and local

5.1. Ultra-Low Emission Zone (ULEZ) expansion

Following the expansion of the Ultra Low Emission Zone (ULEZ) to the boundaries of the North and South Circular roads in 2021, a sixth month report was published showing significant reduction on the number of older, more polluting vehicles seen driving in London. This expansion has resulted into reduction in overall vehicles and traffic flows in the zone with drivers moving away from diesel cars, and therefore a reduction in the levels of harmful pollution like NO_2 Londoners are exposed to, and people being able to breath cleaner air. Plans are now underway to cover the whole of London (within the M25) with the ULEZ.

5.2. Transport for London finances

The Council received a new funding agreement from Transport for London, through the Local Implementation Plan (LIP)[1]. The funding will be designed to support both local, regional and national transport policies. In line with Transport for London guidance this will be spent on:

- Active Travel, Walking and Cycling
- Road Danger Reduction
- School Streets
- Cycle Parking and Cycle Network Development
- Low Traffic Neighbourhoods
- Bus Priority
- Principal Road Renewals
- Safer Corridors and Neighbourhoods

5.3. London Plan – Energy assessment guidance

As of 1st January 2023, all planning applications submitted on or after this date are required to follow the new Energy Assessment Guidance (2022) and use the 2022 Carbon Emissions Reporting Spreadsheet. This was updated by the GLA following the implementation of the new Building Regulations Part L 2021.

The revised guidance continues to enforce the London Plan Policy SI2 requirement to achieve a 35% reduction in carbon emissions on site and achieve high fabric efficiencies in new buildings through the retained Be Lean target of 10% reduction for residential and 15% for non-residential developments. It also introduces a new requirement to report on the

[1] https://content.tfl.gov.uk/lipletterharingeysep2022.pdf

Energy Use Intensity (EUI) and space heating demand of developments, with recommended targets. The EUI metric allows for easier comparison between as-designed predictions of energy use and occupant energy bills.

5.4. Haringey Climate Change Action Plan

The Haringey Climate Change Action Plan (HCCAP) was adopted at Cabinet in March 2021, revising the borough's targets for a net zero carbon borough from 2050 down to 2041. It also proposed the target to become a net zero carbon council by 2027. The Action Plan proposes to reduce emissions in six key areas, with the following objective:

1. Council: reduce the operative carbon footprint of the council to net zero by 2027;
2. Housing: achieve Energy Performance Certificate (EPC) B on average in all domestic buildings by 2041;
3. Workplace: achieve an EPC B on average in all in non-domestic buildings by 2041 and reduce business-related carbon emissions;
4. Transport: reduce 50% of transport-related emissions by 2025, growing public and active travel options, low-carbon transport and infrastructure;
5. Energy: connect around 12,000 homes to low-carbon heat sources and generate 13 GW of renewable energy locally;
6. Community: actively liaise with and support stakeholder organisations to reduce carbon emissions and promote further reduction in the community, the Green Economy sector and by protecting and enhancing the borough's biodiversity and habitats

More details of this as set out in Chapter 7. .

5.5. Local Plan

Haringey Council has begun work on a new Local Plan which will cover the period from 2022 to 2037, shaping how the borough develops over the next two decades. Following the New Local Plan: First Steps Engagement consultation in 2020/2021, the planning policy team have been reviewing public responses and preparing next steps. This is expected to be published for consultation in 2023. The new Local Plan will include higher standards to tackle climate change, enhance sustainability and address climate change adaptation.

In 2020, Haringey commissioned the "Towards Net Zero Carbon" study together with four other London Boroughs. The study sought to understand how far developments could reduce their carbon emissions on site and review the role of offsetting the shortfall in emissions and related costs.

Since publication of the 2020 study, Haringey has commissioned an update to review the impact of the new Building Regulations Part L 2021 on the study findings and associated planning policy recommendations and benchmarks. The update will also include predictive energy modelling results that test and respond to new GLA energy assessment guidance published in 2022 which refers to the introduction of new energy use metrics such as EUIs and space heating demand. The 2023 update to the study is being led by Haringey in partnership with now 18 London Boroughs. The consultant team are led by our original consultants, Etude Consulting Ltd, who have brought in four other leading consultancies to test and deliver the work as a consortium.

The study update is due to be completed in March 2023 and will provide a robust evidence base that supports ambitious new planning policies as part of Haringey's emerging draft New Local Plan, including introducing policy requirements relating to EUI and space heating demand for new development. The study will be published together with the draft New Local Plan which is anticipated to take place in May/June 2023.

6. Public attitudes to the environment and climate change

6.1. Londoner's attitude to climate change

In October, London Councils published its third annual survey of Londoners' attitudes to climate change, surveying over 1,010 London residents above the age of 16. Headline findings include:

- 84% of Londoners are concerned about climate change, with concern high across all age groups. 72% of Londoners say their level of concern has increased in the last 12 months, with 31% saying their level of concern has increased a lot. These are significant increases from 2021, which had respective figures of 66% and 28% in the responses.
- 62% say their day-to-day life has been impacted compared to 55% last year, with 23% saying that their life has been greatly affected.
- 89% of Londoners are motivated to help prevent climate change and 63% of respondents believe everybody is responsible for solving climate change. However, 75% of Londoners think the cost-of-living crisis has made it more difficult for them to take action to help prevent climate change.

This report demonstrates that there is a growing urgency to reduce our emissions in London, and that people support carbon reduction measures.

7. Haringey's carbon reduction performance

7.1. Summary

This report is the last to report on two emissions goals using two datasets. This is discussed in greater detail in the following section. The key takeaways on our progress in reducing carbon emissions are:

7.1.1. Progress against our 40:20 target

- Haringey has seen a **43.1% total reduction** in carbon emissions from 2005 to 2020. This means **the borough's 40:20 target has been met and exceeded**.
- In the latest year measured for this dataset (2019-2020), emissions reduced by 7.3%.

7.1.2. Progress against our HCCAP 2041 Net Zero Carbon target

- There was 12% reduction in carbon emission from 2015 to 2019 and **18% reduction from 2015 to 2020**.
- In the latest year measured for this dataset (2019-20), emissions reduced by 6.2% while the dataset on 2018-19 showed only a small reduction by 0.44%.
- For the year 2020, Haringey's emissions per capita (2.26) remain well below the London average (3.15) and average of our neighbouring boroughs (2.6).
- Despite this, we are currently behind our carbon reduction target to meet our ambition to be a net zero borough by 2041 which required a total reduction in emission of 28.6% in 2019 and 34% in 2020 from 2015 baseline.

7.2. Sources of emissions data

Previous carbon reports have relied on data recorded by the Department for Business, Energy, and Industrial Strategy (BEIS) to measure Haringey's carbon emissions. This data was used to report against our 40:20 carbon reduction target (40% reduction in emissions by 2020, from a 2005 baseline). The BEIS data is published with a two-year delay, so this year's analysis can finally conclude on our performance against the 40:20 target.

To provide continuity, this report uses BEIS data to measure Haringey's performance against the previous 40:20 carbon reduction target. Meanwhile, the London Energy and Greenhouse Gas Inventory (LEGGI) data is used to report on the council's performance against HCCAP targets and to compare our performance with other London boroughs during and after this time. From 2023, we will stop using the BEIS data, and then only report using the LEGGI data as recommended by the GLA.

The BEIS data on local authority carbon emissions is from the 2020 greenhouse gas emissions statistics, and was published in 2022 (UK local authority and regional greenhouse gas emissions national statistics: 2005 to 2020, BEIS). Specifically, this report has relied on the subset dataset that focuses on emissions within the scope of local government control. It should be noted that BEIS makes annual improvements to the methodology and collection of data from previous years and revises their estimates based on this (known as re-basing). This means that there are differences between the data in previous annual carbon reports, including an update to Haringey's emissions performance in 2019-2020.

The LEGGI data on local authority carbon emissions is measured by individual years, with each dataset available on the GLA website. Data for years 2015-2020 were downloaded and combined for the purpose of analysis, while population figures for 2020 were taken from the GLA demography projections and targets taken from Arup's analysis in support of the HCCAP. Due to the complexity of the data collected by the GLA, there is typically three-year delay from actual performance to publication, however this year this delay has been reduced to only two years in the data publication. Therefore, we are reporting on performance for 2019 and 2020 in this report.

The GLA recommends and London Councils has agreed that all councils use the LEGGI data for measuring carbon emissions. This is done to ensure a standardised monitoring approach across London. This data was used to model our HCCAP targets and action plan, and this is the second year we are reporting against our 2041 net zero carbon target (against a baseline of 2015).

7.3. 40:20 target

Using the BEIS data, Haringey has been following a long-term downward trend in carbon emissions. Since 2005, total emissions in Haringey have decreased by 43.1%. This is slightly below the 44.7% average decrease in emissions seen in our six neighbouring boroughs of Barnet, Camden, Enfield, Hackney, Islington, and Waltham Forest during the same period. However, it is a greater reduction than the 42% decrease seen in the UK as a whole and exceeds Haringey's 40:20 target.

Figure 1 illustrates this downward trend in emissions across Haringey, its neighbouring boroughs, and London. We can see that Greater London has seen a slowing rate of decarbonisation in the 2017-2019 period, while the rate of decarbonisation has increase in the year 2019-2020 mainly due to the COVID-19 pandemic. It can be expected that reducing carbon emissions will become more challenging the closer we get to zero as the 'easy wins' are likely to have already been made.

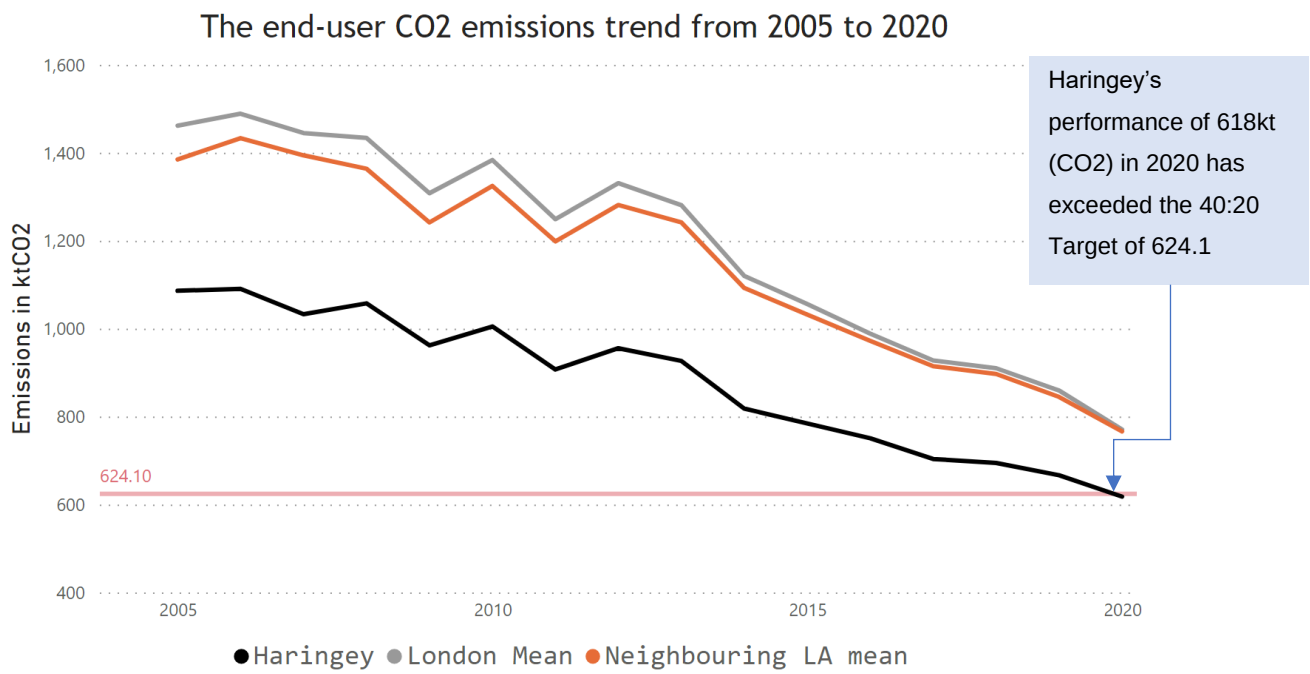

Figure 1: Graph showing the end-user CO_2 emissions trend from 2005 to 2020 in Haringey (black) compared to neighbouring boroughs' mean (orange) and London mean (grey). Haringey's emissions are consistently below the mean emissions in neighbouring boroughs, with a generally downward trend from 1,040 kilo tonnes (kt) of CO_2 in 2005 to 618 ktCO_2 in 2020, beyond the 2020 target of 623 ktCO_2 (Source: BEIS data, 2020).

The year-on-year downward trend has continued between 2019 and 2020 with overall emissions falling by 7.3% from 666.6 kilo tonnes (kt) to 618 kt of CO_2. This is better than the performance of the previous year, which saw a 4% decrease in emissions[2].

We have met the 2020 target of a 40% reduction in emissions and have gone beyond that with 43.1% reduction in total from the 2005 baseline. This trajectory is plotted by the black line in Figure 1 above.

7.4. Haringey Climate Change Action Plan target

7.4.1. Emissions trend 2015-2020

In this second year of reporting under the HCCAP's 2041 target, Haringey's emissions show a downward trend under the LEGGI dataset. So far, a 12.7% reduction has been achieved in Haringey's total emissions from 2015 to 2019 and 18% reduction from 2015 to 2020. Figure 2 below demonstrates the trend in emissions from 2015-2020. Once again, the data shows

[2] The 11th Annual Carbon Report for 2021 reported this as a 0.2% increase in emissions between 2017 and 2018. In this year's dataset, BEIS revised the historic carbon emissions figures which has resulted in a decrease in emissions for this period rather than an increase. This is part of the annual re-basing exercise that is undertaken by BEIS.

Haringey's emissions being well below the average for London (24.8% reduction) and our neighbouring boroughs (21.2% reduction), despite having a lower percentage reduction in emissions from 2015 to 2020.

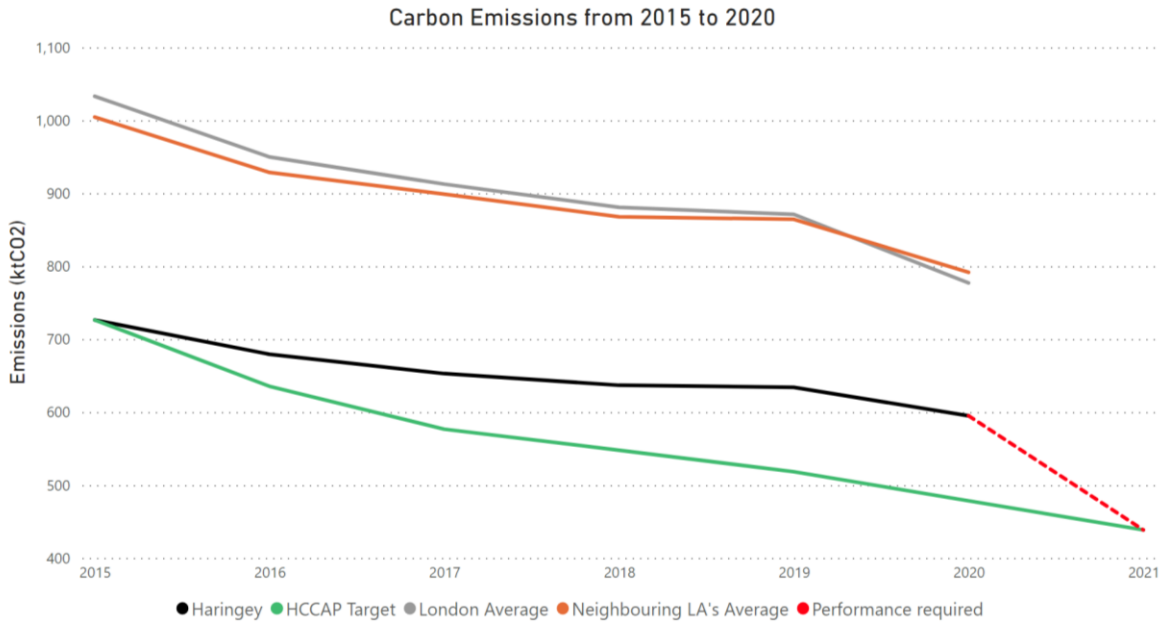

Figure 2: Graph showing the 2005 to 2020 end-user CO_2 emissions trend in Haringey (black), compared to neighbouring boroughs' mean (orange), and London mean (grey), and our HCCAP target (green). Haringey's emissions are consistently below the mean in neighbouring boroughs, but higher than the 2041 target trajectory. The red dashed line shows the performance required in 2020-2021 to return to our target trajectory. (Source: LEGGI data, 2015-2020; ARUP Analysis for the HCCAP).

Currently, we are not achieving the rate of reduction needed to achieve our goal of being Net Zero Carbon by 2041, which had required a total 28.6% and 34% reduction in emissions from 2015-2019 and 2015-2020, respectively. Further efforts are needed to ensure we will be reaching this target.

The LEGGI data shows Haringey's overall emissions falling from 636.8 $ktCO_2$ in 2018, to 634 $ktCO_2$ in 2019, and to 595 $ktCO_2$ in 2020. This has resulted in a reduction of 0.44% and 6.1% respectively. This was higher than our previous annual reduction of 2.4% in the year 2018, but below the 8.4% average reduction of our neighbouring boroughs for 2020. While the proportionate reduction in domestic emissions increased from negative 1% in 2018-19 to 1.5% in 2019-20, as a result of a major reduction in transportation emissions of 20.4% 2019-2020, an overall reduction was achieved.

7.4.2. Performance in 2020

Haringey produced 595 $ktCO_2$ in 2020, or 2.25 tCO_2 per capita. As shown in Figure 3 below, Haringey produces less CO_2 per capita than most of our neighbouring boroughs and significantly less than the London average of 3.15 tCO_2 per capita. Of our neighbours, only Hackney and Waltham Forest had lower per capita emissions in 2020.

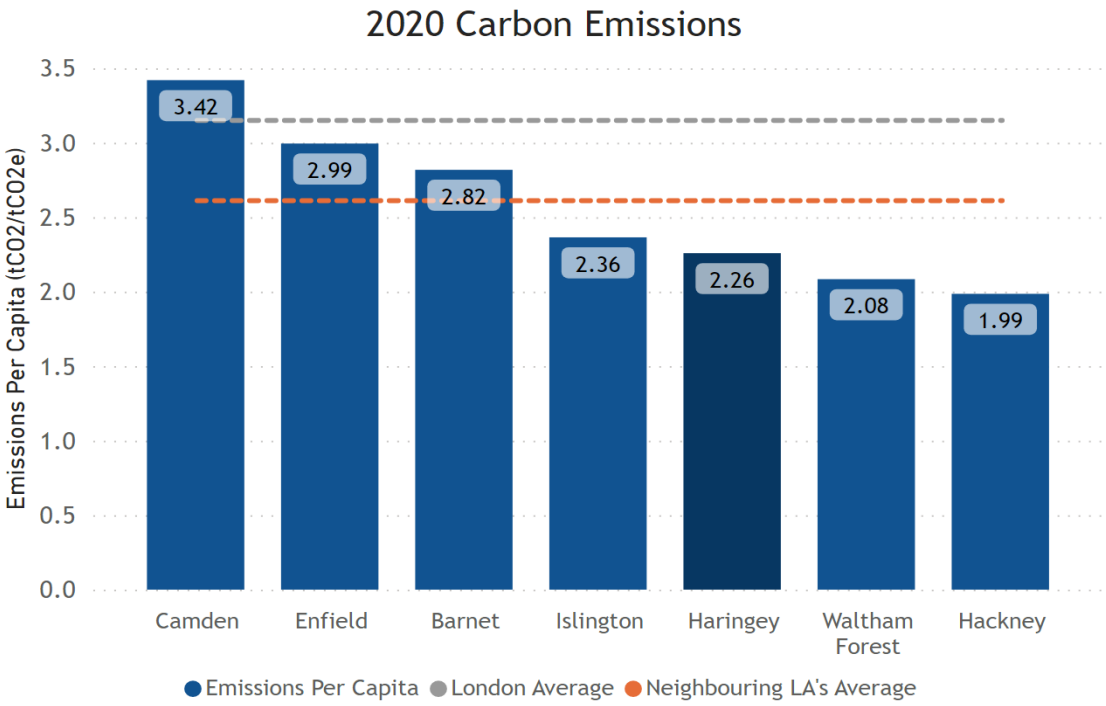

Figure 3: Graph showing the 2020 end-user CO_2 emissions per capita for Haringey compared to neighbouring boroughs. Haringey's per-capita emissions are below those of most of our neighbours and the London mean. (Sources: LEGGI data, 2020; GLA Population Projections).

When examining Haringey's 2020 performance by sector, we see that domestic emissions accounted for more than half of the borough's emissions, and approximately a quarter coming each from industrial and commercial sources (26%), a fifth from transport (20%) and the remainder (1%) from non-road mobile machinery (NRMM), as shown below in Figure 4. Despite moving from LEGGI to BEIS data, this proportional makeup of emissions is remarkably consistent with those from previous reports.

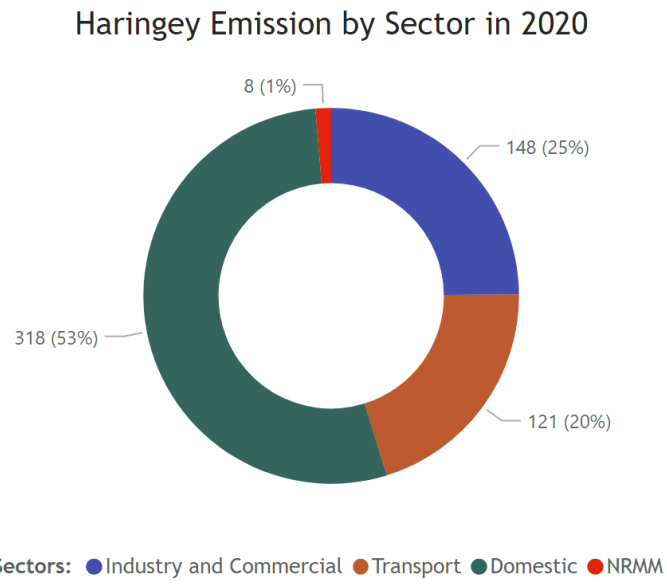

Figure 4: Pie chart showing the breakdown of Haringey's 2020 CO_2 emissions by sector. 54% of emissions came from the domestic sector, 25% from industry and commercial sector, 20% from the transport sector, and 1% from Non-Road Mobile Machinery (NRMM). (Source: LEGGI data, 2020).

A more granular analysis of Haringey's 2020 emissions shows that emissions coming from gas and electricity usage represent 99% in domestic sectors and 92% of industrial and commercials. Overall, 76.1% of all emissions in 2020, comes from non-transport gas and electricity usage. This shows for emission reduction there is continued need to reduce energy in the borough, move away from fossil fuels for heating and focus on green electricity.

A total of 85% of transport emissions came from fossil-fuel based road transport, indicating that greater efforts are needed to encourage our residents, workers, and visitors to take active travel options where possible and utilise public transport and electric vehicles when active travel remains impractical.

7.4.3. Impact of COVID-19 on emissions

There has been a significant impact of the lockdowns imposed from March 2020 during the COVID-19 pandemic to reduce the spread of the virus. This resulted in many people staying at home, where their jobs allowed them to. We saw a major reduction in transportation sector emissions, driven by the reduction in vehicle use and shift to mostly local journeys. The Department for Transport (DfT) reports 3.7 billion miles reduction in vehicle miles traffic in London from 20.3 to 16.6 in 2019-20. Interventions are needed to reduce vehicle traffic further in the coming years, as an increase of 1.9 billion vehicle miles of traffic has been noted in 2020-21. Other emissions may have shifted from workplace to domestic emissions as many people would have been working from home instead.

7.4.4. Factors influencing differences between boroughs.

Many factors influence emissions data, including lifestyle choices, housing stocks quality, and access to public and active transport options. A strong correlation exists between economic wealth and carbon emissions, influencing people's ability to heat buildings (domestic and non-domestic emissions), the number; type of private vehicle ownership and its frequency of use (transport emissions), or consumption of goods or food (not included in Local Authority data). As Haringey becomes economically richer, it is important that people's spending power is not reallocated to more carbon intensive activities. It is also worth noting that some of the borough's travel schemes and programmes may take longer to reflect in transport emissions data, as people take time to switch to lesser polluting forms of travel.

8. Council emissions

Haringey Council is the borough's largest employer, with multiple buildings, a large fleet, and a wide array of services being provided. As such, it remains a significant source of non-domestic emissions. We recognise that we have a responsibility to take positive action and provide strong leadership on averting the dangerous effects of climate change.

For this reason, Haringey has committed to being a net zero-carbon council by 2027. This covers core council operational buildings and transport-related activities undertaken by the council in the delivery of essential services. Other buildings (such as leisure centres, libraries, and schools) will be net zero carbon as soon as it is possible.

8.1. Corporate emissions

Haringey Council has continued to successfully decrease its total corporate footprint, seeing a reduction of 824 tCO_2 between 2020/21 and 2021/22. This is a 17% reduction since the previous year. From the baseline level of 12,840 tCO_2 in 2014/15 there has been a 69% reduction in annual emissions, totalling 4,004 tCO_2 in 2021/22. These figures represent the Council's total consumption across all the Council's corporate and non-domestic properties within the housing portfolio.

The Council will continue to lead by example to staff members and other employers in Haringey's efforts to tackle climate change.

8.1.1. Corporate energy contract

In 2022/23 the Council continued to purchase 100% renewable electricity for seven key Council corporate buildings, backed by Renewable Energy Guarantees Origin (REGO) certification. Haringey is a member of both the steering group and the working group for 'Renewable Power for London', a group of London boroughs led by the London Borough of Islington whose aim is to secure 100% renewable energy for London's public sector now and in the future. Options being explored include extending beyond purchasing REGO backed electricity through, for example a Power Purchase Agreement (PPA). The Council is now exploring the development of a PPA with our neighbouring authorities. This PPA aims to supply the Council and any community buildings on the Councils energy contracts, with renewable energy at a cost that can be controlled and managed locally.

8.1.2. Automatic meter upgrades

The council's electricity supplier Npower is in the process of upgrading all council non-half-hourly electricity meters with automatic meters (AMR). With 782 meters installed, around

60% of the council's portfolio, including corporate buildings, housing, and schools, has now been upgraded to AMR meters. AMRs send actual readings automatically to the supplier. It ensures accurate billing each month, will better enable the council to identify areas and buildings for energy efficiency improvements and will allow easier measurement and verification of any energy efficiency measures after these have been put in place.

8.2. Renewable energy

Haringey Council manages 38 photovoltaic (PV) solar systems operating in the Council's building portfolio, mounted on the roofs of schools, housing and corporate buildings. In 2021/22 these arrays generated over 259,000 kWh of electricity, saving our schools, housing, and corporate properties over £39.4k on electricity bills and generating Feed in Tariff income to be spent on maintenance and further energy efficiency projects.

A new Renewable Energy Post is planned within the Council for 2023/24. This new role will focus on managing and growing the Councils renewable generation assets within the borough. This new post will work within the Council and support community renewable projects.

8.3. Street lighting

The council continues to upgrade its streetlights to LEDs and in 2021/22, 226 further streetlights units including 17,594, 2,414 and 335 lamps in Highways, Housing and Parks respectively were upgraded to more energy-efficient LEDs. The present status on the LED conversion is 99% in Highways, 55% in Housing and 10% in Parks. The council is in the process of replacing all park assets to LED and is planned to complete by the end of July 2023. This multi-year programme of LED conversion work has delivered a 32.2% energy reduction since 2014/15, from 6,839,800 kWh to 4,643,949 kWh in 2021/22. This has translated into the equivalent reduction of 70.9% in carbon emissions over the same period, from 3.65 $ktCO_2$ to 1.06 $ktCO_2$.

A central management system is now also partially in place, which allows for the control of street lighting remotely. The system, which will apply to all street lights by 2023, can allow dimming power throughput reduction profiles to be introduced that could reduce lighting energy consumption without negatively affecting personal safety, security, or the aesthetic purposes of street lighting. This presents a significant opportunity to further reduce carbon emissions.

8.4. Council vehicle fleet

As of 2022, there are over 250 vehicles in the council fleet with 13 zero emitting in total. This is spread across multiple service areas including Parks, Housing Services, and Highways and has recently increased due to the in-sourcing of the Council's Housing Services' fleet previously called Homes for Haringey fleet. The largest outsourced fleeting is with Veolia. Currently, the Council is undertaking a fleet review that will deliver lower carbon vehicles across the Council services.

Historically, the council-owned vehicle fleet has diminished due to outsourcing. However, the council owns two EVs and an e-bike, as well as e-cargo bikes, which are available for staff use. All vehicles in council ownership are currently compliant with the requirements of the ULEZ although we recognise that being ULEZ compliant still allows for petrol and diesel vehicles. We will increase the number of EVs where applicable and economically viable. This is currently being done via a technology that can provide a fleet review and outline alternative vehicle options (including electric vehicles), lifecycle costs and where to charge. Trials are being used as and when a service area is seeking to buy new vehicles. The council also has fleets through its partner contracts, such as waste services (Veolia). Our partners can also utilise the fleet review and trials. We can further influence uptake of EVs where applicable, through criteria in procurement contracts to favour cleaner vehicles.

8.4.1. Veolia waste fleet

Haringey Council currently outsources waste fleet to Veolia. This fleet is made up of 102 vehicles, of which three are electric, ten are diesel hybrids, and the remaining 88 are diesel. 95 of the vehicles achieve a Euro Standard 6 emissions rating, with the other seven vehicles rated Euro 5.

8.4.2. Electrification of park fleet vehicles

The council is working on replacing petrol driven handheld horticultural equipment to battery operated equipment in 2023. During 2022 we have had various demonstrations from companies to help us identify suitable equipment for this purpose.

We are also seeking to purchase a small electric utility vehicle to transport equipment within the Borough. These projects are currently at the procurement stage, and we aim to purchase within 2022/23.

8.5. Council Pension Funds

Haringey Pension Fund is part of the Local Government Pension Scheme (LGPS) which is a statutory scheme for local authority employees. Haringey Council is the administering

authority for the LGPS in the London Borough of Haringey, and as such has a statutory responsibility for the investment of the Pension Fund's assets.

Haringey Pension Fund manages approximately £1.67 billion in assets, as of 30 September 2022. The primary investment objective for the pension fund is to achieve a financial return on investments to meet its pension obligations to its members. However, the council recognises that climate change and investment in fossil fuels represent both a significant threat to the planet and a long-term financial risk to the pension fund.

As such, a proportion of investments has been allocated across three indices aimed at reducing exposure to companies with the highest carbon footprints and towards firms associated with transition to a low-carbon economy. In total, around £768 million of the pension fund is invested across the MSCI[3] World Low Carbon Target Index (20.2%), the Emerging Markets Low Carbon Index (7.1%), and the Research Affiliates Fundamental Indexation Multi-Factor Climate Transition Index (20.2%). Although the pension fund did not make any significant changes to its asset allocation, we can see a decrease in the asset allocation fund which is due to market movements. A further 5% of the pension fund has been committed to investments in renewable energy infrastructure which accounts for approximately £65 million. The remaining 41.5% of the pension fund's assets is invested across a diversified range of assets. Due to the structure of the investment vehicle used to invest in the asset class, this is expected to be funded over the next 18 – 24 months. As of 30 September 2022, approximately 35% of the committed capital had been funded in the strategy.

8.6. Staff and teacher parking

In 2022, Haringey issued 291 teacher parking permits and 157 essential service staff parking permits. Additionally, 545 'scratch card' parking vouchers were issued to staff in 2022. These are single use daily parking permits which are valid for one entire day.

8.7. Waste

Haringey Council is part of the North London Waste Authority (NLWA) alongside six other north London councils. In general, recyclables collected from households in Haringey are sorted at a recycling facility in Edmonton, Enfield, and then sent to be reprocessed and recycled into something new. Full details for the destinations of recycled items can be found on the NLWA website.

[3] MSCI is the company name; its acronym originally stood for Morgan Stanley Capital International.

In 2021/22, the final household recycling rate in Haringey was 30.4%, a decrease from the 31.2% in 2020/21. Almost 18,858 tonnes of mixed dry recycling were collected and 15,994 tonnes of which was separated for recycling. The overall contamination rate was 15.2%, which is similar to that in 2020/21. Furthermore, 6,542 tonnes of food waste and garden waste was composted. Residual waste per household decreased by 1.8% from 528 kg per household in 2020/21 to 518.6 kg per household in 2021/22. Of the residual waste processed at the energy recovery facility, 5% of North London waste was found to be unsuitable for energy generation and had to be sent to landfill, according to the NLWA Annual Report. We aim to achieve Destination 50%, an ambition to achieve 50% recycling rates and be London's number one borough for recycling in line with the Mayor of London's target for 2030.

We launched a series of engagement events to help us improve our understanding of the waste removal and street cleansing needs of our residents and businesses. The engagement process will enable residents, businesses, and public/voluntary organisations to co-design what the future waste and street cleansing services will look like. The results of the engagement work will be used to develop a new waste strategy in 2023. The engagement work is part of a waste service review which is developing a "blueprint" for waste and cleansing services ahead of the existing integrated waste contract expiring in 2025.

Haringey is developing its Reduction and Recycling Plan (RRPs) setting out key actions for cutting waste and boosting recycling for the period 2023-2025. The RRPs are used to drive and promote local activity that will also play an important role helping to achieve the Mayor's London-wide target to cut food waste by 50% per person and achieve 65% municipal waste recycling by 2030. The objectives of Haringey RRP are as follows:

- Achieve 50% recycling rate by 2030;
- reduce fly-tipping and the deposit of waste on the streets;
- grow the number of garden waste service users;
- educate residents and businesses to reduce their waste and dispose of it properly;
- halt the loss of any further tonnage from contamination through effective policies and procedures;
- establish a workable contamination policy which balances maximising recycling through engagement and, where necessary, enforcement, with maintenance of the street scene;
- encourage more food waste recycling from all properties;
- improve the management of waste from HMOs;

- embed circular economy principles into the council and our partners'/suppliers' operations

8.8. Staff engagement on climate change

The council organised two pilot Carbon Literacy training sessions in July and September 2022. This training was externally provided as a full-day, in-person course. 14 staff members participated in July, and 13 in the September session. Feedback on the pilot sessions has informed the wider rollout programme of Carbon Literacy training for staff members from 2023.

Participants submitted a carbon pledge after the training day and obtained their Carbon Literacy accreditation. The pledge submission required a knowledge check on what must be done as a society to reduce carbon emissions, as well as individual and group pledges to reduce carbon emissions within the participant's role at Haringey Council. Some staff members have also followed Carbon Literacy training delivered externally, independently from Haringey's programme.

A summary of the carbon pledges is included below.

Individual Pledges:

There was a diverse set of individual pledges which consisted of some personal pledge while some resonated with the role within their organisation. Personal pledges ranged from reducing flying for less carbon pollution, working towards active lifestyle, avoid using lifts, to changing of jobs into sustainability-related role towards environment sector for bringing more impacts through their work. Other pledges were: focusing on a direct single investment with a renewable energy generator within the UK to make council owner or investor of a renewable project; pushing more schools to be retrofitted with Retrofit Accelerator Funding, calculating online environmental footprint.

Group pledges:

Group pledges also ranged from some personal pledges related with the family and community such as making their family consume less meat and dairy. Other pledges involved works related to identification of carbon neutral fleet options for integrated waste management activities, delivering climate training to their team, working with HR on green incentives for making sustainable choices, and integration of carbon in decision-making of every step of a project or scheme.

9. Housing emissions

The borough's homes make up 54% of our total carbon emissions, through electricity demand and heating requirements. This is by far the biggest sector we need to target if we are to deliver our borough Net Zero Carbon ambition. According to the LEGGI data, domestic emissions in Haringey decreased by 1.5% from 2019 to 2020, with a total 13.1% reduction between 2015 and 2020. The council owns approximately 14% of the borough's housing stock, which is currently managed by the Council's Housing Services. These homes amount to approximately 7-8% of the borough's total emissions. So, when new homes are built, it is an opportunity to adopt best practice, high standards and minimise emissions.

9.1. Performance of existing housing stock

Within Haringey's housing stock, flats are the most common property type in the borough, followed by terraced houses. The Standard Assessment Procedure (SAP) models the annual energy use of a building, from 1-100+, with 100 representing zero energy costs. Haringey's housing stock has a mean average SAP rating of 62.53, slightly below the 63 average SAP rating across north London as a whole. SAP bandings are set out in the caption of Figure 5 below, the lower the SAP score, the higher the energy costs for the property. Only 1.6% of properties in Haringey are rated F or G, compared to 1.9% across London and 2.1% across north London. Haringey aims to achieve an EPC B on average in all in domestic buildings by 2041 which would require strict measures and faster retrofitting of the old housing stocks. The full breakdown of Haringey's properties by SAP band is shown in Figure 5.

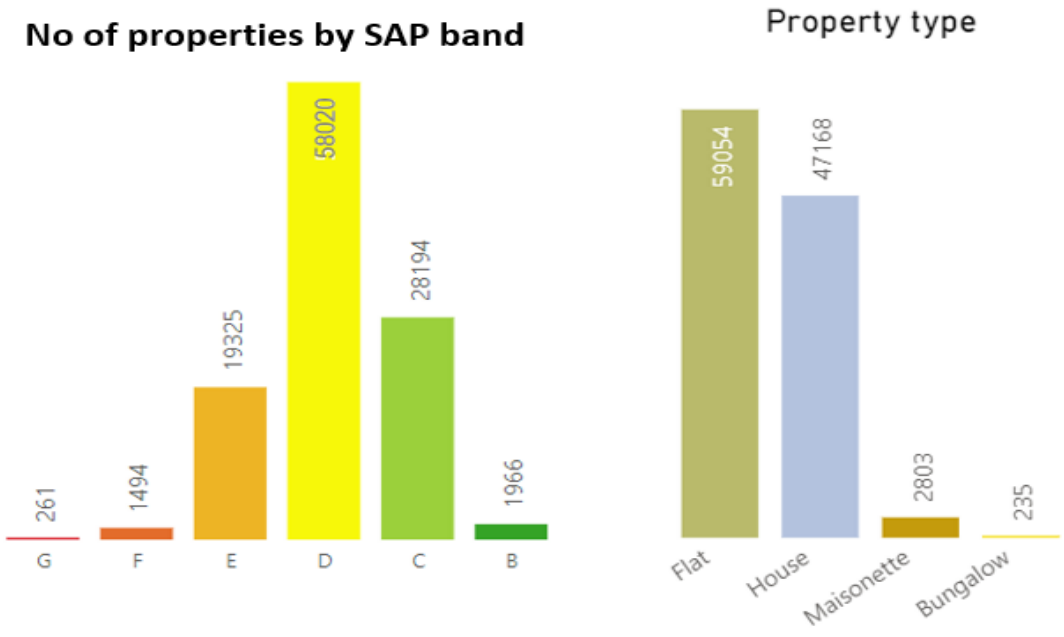

Figure 5: Haringey properties by SAP band. 1.7% of properties are in band B, 25.8% in band C, 53.1% in band D, 17.7% in band E, 1.36% in band F, and 0.23% in band G. SAP scores are allocated into the following bandings: Band G score 0-20; Band F score 21-38; Band E score 39-54; Band D score 55-68; Band C score 69-80, Band B score 81-91 and Band A with scores above 92.

9.1.1. Council housing stock

The council properties in Haringey have a mean average SAP score of 69.37, which is above the 62.53 SAP average for all Haringey properties. Approximately 56.6% of Haringey's council housing is in SAP band C, with 3% of council properties in bands A or B and 0.2% are in bands F or G. This demonstrates that, while more work is required to bring the rest of Haringey's council housing stock to band B or above, council housing still has significantly lower average energy costs than private domestic properties in the borough.

To achieve EPC B, almost all the Council's 15,453 homes will require some sort of energy efficiency interventions. Circa 1,500 homes per year will need retrofitting to achieve the 2035 target. In January 2023, Cabinet adopted the Council's Housing Energy Action Plan (HEAP) which sets out the Council's approach for retrofitting its housing stock, with detailed targets and outcomes for the period 2023 to 2028. The first phase of retrofits will have 465 homes retrofitted from March 2023.

9.2. Planning applications

9.2.1. New build performance

Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e. a 100% improvement beyond Building Regulations Part L). The London Plan (2021) further confirms this in Policy SI2. There were 70 residential planning applications (minor and major applications, excluding householders) submitted in 2022 with an energy strategy that included a specified percentage in carbon reduction. These showed an average predicted improvement of 63% in site-wide carbon emissions which is 10% more than 2021. This included six zero carbon council housing scheme. Looking at only the major applications, the average reduction in emissions was 76%, which is 11% more than in 2021 and is beyond the 35% on-site minimum that the London Plan requires.

9.2.2. New build council housing

The HCCAP sets an overall net zero carbon target across the entire new build housing delivery programme portfolio at council rent. New build schemes developed by the council in the last two years have an average 87% reduction in carbon emissions from Building

Regulations Part L 2013 (weighted by the size of the development). This figure does not include the carbon emission performance of the new build affordable housing acquisitions.

Within the house building programme, several council housing schemes have been achieving or exceeding the 'zero carbon' target, with more schemes in the pipeline. The year 2022 saw six zero carbon applications out of 9 total applications with 89% average carbon reduction.

9.2.1. Adoption of the Housing Employer Requirements relating to carbon reduction

In January 2022, the Employer Requirements (ERs) were updated to include a revised higher standard for the Council's new build housing projects. The new ERs require all developments to be designed to the Passivhaus accreditation standard, reporting on progress through the gateway process and achieving the required project management milestones, design modelling, construction quality assurance, and measured targets for full accreditation. This requires all developments to be modelled in the Passive House Planning Package (PHPP), which models the energy use of buildings more accurately than the SAP. The ERs include an allowance for parts of schemes that cannot achieve the standard due to design or viability constraints, with sufficient justification, to achieve the Association for Environment Conscious Building (AECB) standard instead. The AECB standard follows a self-certification process with slightly less ambitious EUI and space heating demand targets.

The Ashley Road Depot and Cranwood housing developments were granted planning permission in 2022. Both schemes used the PHPP model to demonstrate that 80% of their flats could achieve the Passivhaus accreditation, with the remaining flats achieving AECB. These benefits were also conditioned, which means the formal certification by the Passivhaus Institute will need to be submitted for approval once the construction has completed.

Figure 6: Ashley Road Depot Scheme which includes erection of 272 homes including 50% socially rented homes, 174 sqm of flexible use class E floorspace, private and public hard and soft landscaping throughout the site.

Figure 7: Cranwood House Scheme which includes erection of three buildings providing 41 homes which has been designed to Passivhaus standards, with very high fabric efficiencies and air tightness, triple glazed windows, a communal air source heat pump system, and solar photovoltaic panels on the roofs.

9.3. Retrofitting

9.3.1. Ecofurb advice service

Ecofurb aims to take the uncertainty and hassle away from homeowners planning an energy efficiency renovation through an impartial, end-to-end service. Residents can use its Plan Builder facility free of charge to map out the effect and cost of installing energy efficiency measures. If users would then like to carry out the works, Ecofurb can help plan the project. During 2022, the scheme encountered issues in obtaining quotations from contractors particularly for some measures such as internal wall insulation and room in roof renovations. The service has therefore been temporarily changed to offer Ecofurb Plans and building performance requirement documents to support customers obtain sound quotations. It is intended to reintroduce referrals for quotations and oversight of works once market conditions allow. Within Haringey the number of Haringey residents who have an Ecofurb plan has increased to 24 from 14.

9.3.2. Energiesprong

As part of the council's retrofit strategy, Cabinet approved the investigation of an Energiesprong pilot project. The aim of an Energiesprong retrofit is to deliver a home that is net zero energy, meaning it generates the total amount of energy required for its heating, hot water, and electrical appliances. It takes a whole-house retrofit approach and uses new technologies such as pre-fabricated external wall insulation façades, insulated rooftops with integrated solar panels, smart heating, and ventilation and cooling installations. A refurbishment comes with a performance warranty on both the indoor climate and the energy performance.

Unfortunately, costs were much higher than estimated at the start of the project and suppliers could not meet the BEIS grant funding deadlines. The project could not therefore proceed to installation. The many learnings from this project have been incorporated into the Council Housing Energy Action Plan. Models such as Energiesprong have the potential to offer a quick installation with minimal disruption to the tenants and guaranteed energy performance. Haringey will continue to work with the marketplace and consider Energiesprong if costs reduce, and a good business case can be made to procure and install this or a comparable technology.

9.4. Haringey Affordable Energy Strategy

Haringey's Affordable Energy Strategy aims to reduce the number of households struggling to afford to adequately power their homes and improve the health and wellbeing of residents. It aims to do this through directly improving the energy efficiency of housing and by creating

a referral network around fuel poverty. Working with multiple council services and community groups, the network seeks to support those in fuel poverty in a variety of ways.

9.4.1. Housing Energy Action Plan (HEAP)

In January 2023, Cabinet adopted the Council's Housing Energy Action Plan (HEAP). The HEAP sets out the Council's approach for retrofitting its housing stock, with detailed targets and outcomes for the period 2023 to 2028. It was developed by a cross-departmental working group across the council, with support from consultants Turner and Townsend. Haringey's own stock data and energy investment modelling software (Portfolio) were used to inform the plan.

The Council's approach to the retrofit of its council-owned housing stock will be to firstly improve the fabric of property, secondly to incorporate low and zero carbon heat and power, and then renewables. To achieve EPC B, nearly all of the Council's 15,453 homes will require some sort of energy efficiency interventions. Circa 1,500 homes per year will need retrofitting to achieve the 2035 target.

The first phase of retrofits, for 465 homes, are planned to take place from March 2023 which is estimated to save 384 tonnes of CO_2 emissions based on SAP 10.2 carbon factors. To support this retrofit, the Council made an application for the second wave of funding (£800m) from the Social Housing Decarbonisation Fund (SHDF). The outcome of this bid will be known in March 2023.

9.4.2. Energy Advice Programme (LEAP)

LEAP provides a free service for council tenants that can help residents save money and keep their homes warm, including through advice calls and home visits. In total, LEAP completed 27 advice calls with Haringey residents in 2022. Across all councils supported, LEAP provided energy advice to 81 clients, with expected lifetime savings of 56.7 tCO_2 and £13,851 and installed 162 energy saving measures with total expected savings of 62.7 tCO_2 and £13,547.

9.4.3. Seasonal Health Intervention Network (SHINE) London

Haringey's partner Seasonal Health Intervention Network (SHINE London) provides struggling homeowners, private-renting tenants, and residents with free energy advice. With the cost of living and energy price crisis demand for this service has increased by 138% with 366 residents supported and 103 energy doctor home visits undertaken with 36 debt cases. This is an increase in last year showing that demand for energy advice is increasing. In total these visits were calculated to save residents £5,717. Energy doctor visits focus on physical and behavioural changes which can reduce energy usage and costs. The Energy Doctor can

review energy bills, check heating controls, contact suppliers and fit energy efficient measures. The measures which may be provided as part of the home visit include:

- Draught proofing doors and windows
- Reflective radiator panels
- LED light bulbs
- Standby saver devices
- Secondary glazing film
- Hot water tank jackets
- Electricity use monitors
- Thermometer cards
- Chimney balloons

Shine can be contacted by telephone (0300 555 0195), email (contact@shine-london.org.uk), or online.

9.4.4. Public Voice

Public Voice works to build energy resilience among Haringey residents by providing energy advice, practical support, signposting, and outreach services. In 2022 it ran Power Up Haringey, an Energy Advice project focused on supporting energy fuel poor households in vulnerable circumstances, in particular:

- Those impacted by poverty including households with children, young people and elderly people facing financial hardships;
- Those without safe, affordable secure housing, or living in low standard private accommodation;
- Those affected by food insecurity;
- Those clinically vulnerable at risk of being admitted into hospital or discharged from hospital;
- Those from a minority ethnic background or whose first language is not English; and,
- Those suffering from complex health issues and mental health problems.

Public Voice been raising awareness on energy-saving behaviour and energy-saving measures to help reducing and saving energy at home and providing direct financial support to over 300 hundred households, via issuing supermarket vouchers, fuel top-up cards and one-off payments towards energy bills. This contributed to a cumulative financial gain of £10,000 to households.

As part of the advice provided, they supported people with the following services:

- Understand energy bills;
- Priority Services Register - a free support service that makes sure extra help is available to people in vulnerable situations;
- Warm Home Discount;
- Fuel debt advice and support;
- Dealing with cold and damp homes – staying warm and healthy at home and reducing the impact of poorly insulated housing on health; and,
- Finding energy grants to help pay for home improvements.

Public Voice can be contacted by telephone (020 3196 1900), email (info@publicvoice.london) or online.

9.5. Green Homes Grant

The Government's Green Homes Grant Local Authority Delivery (LAD) schemes, launched in August 2020, aims to upgrade the homes of low-income households (a household income of less than £30k per annum) living in properties with EPC ratings of E, F or G (a limited number of D rated homes can also benefit).

Low-income owner-occupiers can qualify for a package of energy efficiency measures amounting to £10,000 with no contribution required. Where a household is low-income and renting their home, the property owner must contribute at least a third of the total cost of upgrading the property and the maximum grant is £5,000.

Additionally, the Mayor of London's Warmer Homes Scheme offers a maximum of £5,500 per home for energy efficiency improvement, subject to eligibility and availability of funding. For Houses in Multiple Occupation (HMOs), the funding is limited to £2,000 per dwelling, and £10,000 per building, on the basis that these homes are usually smaller. The funding can cover gas boiler repairs and replacements, measures not covered under LAD which are, nevertheless, important for our transition to a net zero carbon borough.

As of December 2022, 343 Haringey residents have applied for the scheme and currently 103 of them are in process with more expected to apply in 2023. Please contact CarbonMangementTeam@haringey.gov.uk for more information.

10. Workplace emissions

While Haringey does not have notable heavy industry in the borough, industrial and commercial activities are nevertheless responsible for 25% of the borough's carbon emissions, according to the 2020 LEGGI data. Haringey also contains industrial areas which

are undergoing some redevelopment and intensification, a trend noted through the number of submitted planning applications for industrial use. This proportion of industrial and commercial emissions is likely higher when considering the emissions from non-commercial workplaces such as schools, healthcare, leisure, and community buildings. Emissions from industry and commerce have fallen by 26% between 2015 and 2020 but saw only a fractional decrease of 2.6% from 2019 to 2020.

We are working with the largest emitters in the borough to encourage them to mitigate their emissions. As most of Haringey's businesses are micro and small businesses, they often have limited resources to deliver action.

The HCCAP sets out actions to encourage the refurbishment of existing buildings, smarter energy supply choices, the use of low and zero emission transport, behavioural changes within the workforce, and high standard new buildings.

10.1. Public Sector Decarbonisation Scheme

The Public Sector Decarbonisation Scheme is a collaboration between the Government and Salix Finance, providing grants to the public sector to fund decarbonisation of heat projects. Haringey Council secured £2.45 million in grants to support refurbishment works on eight schools in the borough: Bruce Grove, Campsbourne, Chestnuts, Highgate & Blanche Neville, Lordship Lane, Seven Sisters, Stroud Green, West Green. The retrofit measures, which mainly include glazing and building fabric upgrades, are all completed except Campsbourne, Stroud Green and West Green which are mostly expected to be completed by March 2023. These improvements should save an estimated total of 226.8 tCO_2e per year and save the schools an average of approximately £9,000 per year each. LED lighting upgrades were all completed in Hornsey School for Girls, Crowland Primary School, Coleridge Primary School, Welbourne Primary School, and Lea Valley School.

10.2. Planning applications

Policy SP4 of the Local Plan Strategic Policies, requires all new development to be zero carbon (i.e., a 100% improvement beyond Part L). The London Plan (2021) further confirms this in Policy SI2. There were 12 non-residential planning applications submitted in 2021 with an energy strategy that included a specified percentage in carbon reduction. These showed an average predicted improvement of 68% in site-wide carbon emissions which is 18% more than in 2021. One of the zero carbon schemes from 2021 has been completed which is the Lordship Lane Primary School new nursery building as shown in Figure 8.

Figure 8: The new nursery building at Lordship Lane Primary School has two classrooms and is equipped with an air-source heat pump and photovoltaic panels which is a zero-carbon scheme.

11. Transport emissions

Transport is the third largest source of emissions in Haringey, representing 24.9% of the borough's emissions in 2020 according to LEGGI figures. Furthermore, private transport is associated with poor air quality, noise, road injuries/deaths, and health issues within the borough.

In the HCCAP, we set the target to reduce emissions related to road transportation by 50% by 2025 through growing active travel options, public transport, and low-carbon transport infrastructure. So far, transport emissions have fallen by 24.8% between 2015 and 2020 with most of the reduction happening in the year 2020 with 20.4% reduction in emission between 2019 and 2020 while only 5.6% reduction is seen between the year 2015 and 2019. This high reduction between the year 2019 and 2020 is because of the decrease in traffic resulted by the COVID-19 pandemic, and therefore, the emissions are expected to start increasing from 2021 (as noted in Section 7 above), meaning further reduction is needed to be in line with the HCCAP. In 2022, the council delivered a range of projects designed to make Haringey's streets greener, cleaner, and safer.

11.1. School Streets

We have successfully implemented a total of 23 School Street Projects[4]. Of these, 22 were introduced on an experimental basis and have subsequently been reviewed and made permanent. Seven remain operational under experimental traffic orders and will be reviewed this calendar year. Six of the current experimental School Street Projects were delivered through the Low Traffic Neighbourhood (LTN) programme.

We currently have another 13 School Streets projects in consultation and decision-making stages with implementation, subject to approval, planned this summer. Three of these projects are being delivered by the Planning and Regeneration Team by April 2023.

During the March 2022 review of 10 experimental School Streets, we sought the views of the local community in and around the School Streets. The review showed 60% of respondents, 73% of parents and carers and all the associated headteachers supported the making permanent of the schemes. A reduction range of 3 to 88 % in traffic volume was noted at different school streets, rounding up to an average of 21% during both morning and evening school street operational time. Similarly, on an average, a reduction of 21% NOx levels from 2019-2021 is seen after the introduction of the School Street in Haringey which is

[4] School Street Projects may include multiple schools within a project.

comparable to the 23% reduction seen from the GLA data of 35 schools in Enfield, Brent, and Lambeth.

11.2. Low Traffic Neighbourhoods (LTNs)

LTNs are area-based traffic management schemes that aim to reduce or remove non-residential motor traffic from residential areas and reduce the number of short trips made by vehicles which could be walked or cycled. LTNs are introduced to support walking and cycling but can also bring a wide range of co-benefits for everyone especially those who live, work or study in and around them. There has been a small LTN in place in The Gardens area of St Ann's Ward for over 20 years.

A recent study by the University of Westminster's Active Travel Academy shows that streets within LTNs experience a substantial fall in traffic that delivers a significant change in street use, improving the experience of active travelling: walking and cycling. Across London the average traffic reduction within LTNs was 46.9%. Another study by the Imperial College shows a similar result in reduction of traffic and NO_2 with a statistically significant decrease of 58.2% in traffic at internal sites and a decrease of 13.4% (without statistical significance) at boundary sites. In terms of pollution, the study reports a statistically significant reduction in average NO_2 across boundary and internal sites by 8.9 % and 5.7% respectively in comparison of external control sites.

As part of TfL's London Streetspace Plan, Haringey Council received funding for three LTNs within the borough in St Ann's, Bruce Grove West Green, and Bounds Green. Following extensive engagement with local residents, workers, students, and businesses, the LTNs were approved by Cabinet on 7th December 2021 and were implemented in 2022. The LTN at Bounds Green was implemented on 15th of August, St. Ann's on 22nd of August, and Bruce Grove West Green on 1st November. The areas consist of 33, 72 and 63 streets respectively, and cover 10,399, 11,547 and 15,674 households respectively.

The Walking and Cycling Action Plan (WCAP) sets out the council policy for our sustainable transport and active travel agenda. Within the WCAP, 25 LTNs have been identified across Haringey. Phase 1 was implemented in 2022 comprising the 3 LTNs mentioned above. The Phase 1 review in 2023 will consider whether to make the schemes permanent or not and any reasonable adjustments to the trial scheme where appropriate.

11.3. Active travel

Haringey continues to promote active travel both within the council and to the wider borough. 2022 achievements include:

- Delivered a car free day play street at one school that is within an LTN but not deemed suitable for school street. The car free day highlighted how much safer the area felt without the influx of vehicles at the start and end of the day. Held on Friday 23rd of September after school, approximately 200 students and parents enjoyed street play and all ability cycling provided by Pedal Power.
- A resident group organised LTN family cycle rides, which we supported with bike maintenance.
- With our public health team, we delivered the Spring Stride competition amongst the borough schools to encourage, and report increased physical activities such as the Daily Mile and Walking to School.
- Created bespoke resource to encourage schools to promote Walk to School week, which is a nationwide campaign. Resource included messages that encouraged behaviour change and participation in fun daily events. Around 20,000 primary school students from all primary schools received these resources.
- Installed a total of 56 cycle storage facilities (Bikehangars), which accommodates 336 bikes at various locations in the borough.
- Organised cycle training and road safety promotion through the Junior and youth Travel ambassador programmes; Junior Citizen project and Moving UP magazine for year 6 students moving up to secondary school.

Figure 9: Bespoke resources created to promote and aid Walk to School week.

- We have a contract with Pindar Creatives mapping system to create Walking Zones. We have 2 templates for primary and secondary school, we currently work with 101 educational establishments.
- Delivered Bikeability training by Cycle Confident to a total of 943 pupils in our schools from April to December over 42 sessions.
- Delivered bike maintenance sessions at three parks and five other venues between April and December, servicing 167 bikes. In addition, delivered maintenance for approximately 168 bikes at River Park House for pool bikes and employees (roughly 6 employee bikes plus 8 pool bikes per month).
- Haringey Smarter Travel team has been working in partnership with Cycle Sisters since March 2022 to organise lead rides that will engage this target audience. There have been training sessions and lead rides taking place from Lordship Recreation Ground on a weekly basis. This group focuses on our female BAME community to encourage taking up cycling in building confidence and skills, in a safe, respectful environment.
- Funding has been awarded to deliver the School Super Zone Project, delivering cycle training support for schools in Northumberland Park: four primary schools, one nursery, and one secondary school have pledged to work on this to reduce reliance on cars and increase cycling, with a focus on sustainably building cycling cultures by training adults to deliver training and providing bikes to enable this to happen. Work to be completed by end of March 2023.

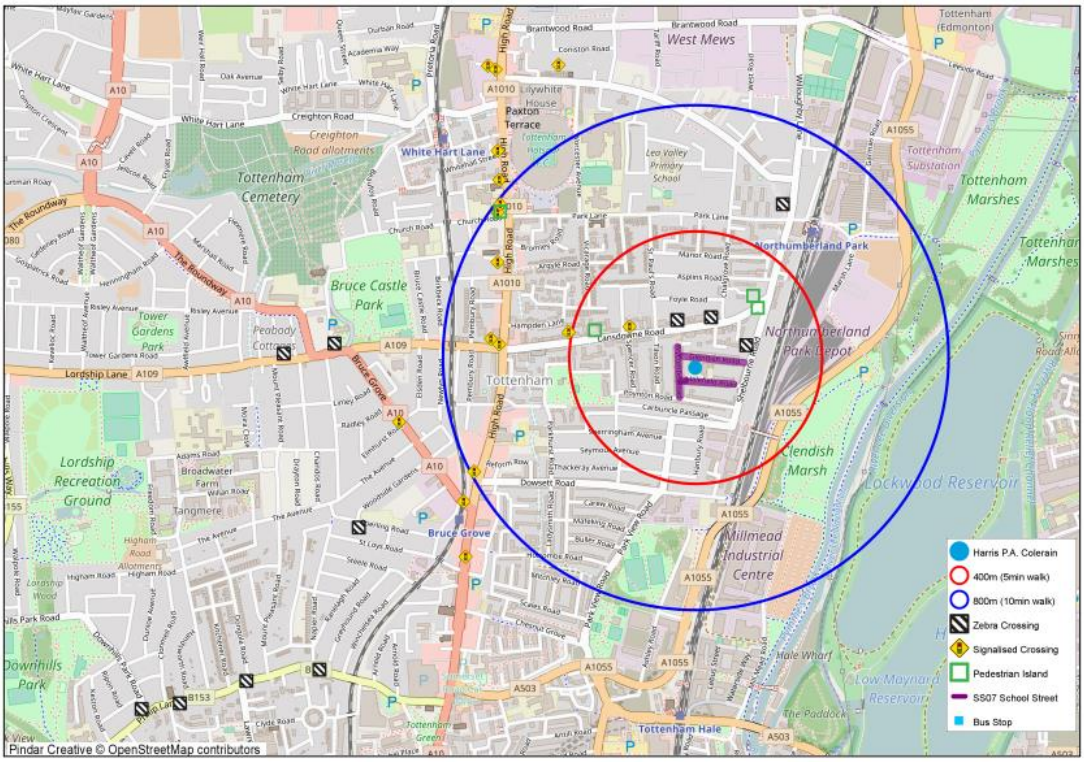

Figure 10: Map developed with Pindar Creatives to creating Walking Zones, and showing active travel options of 5,10, and 20 mins around a venue.

11.4. Walking and Cycling Action Plan

Haringey's Walking and Cycling Action Plan 2022-2032 is a detailed and ambitious 10-year blueprint that will help Haringey become a green walking and cycling borough. The plan was approved by Cabinet in March 2022, in line with our wider transport strategy and commitment to active travel. The document sets out a comprehensive, long-term vision to make walking and cycling natural choices, successfully tackling obesity, improving air quality and radically cutting carbon emissions from motor traffic. The plan was out for consultation until January 10th, 2022. Residents cited safety concerns to be the key obstacle to more active travel. Respondents also wanted more 'cyclable' and 'walkable' spaces in the borough. Following this engagement with the community, amendments were made based on the consultation results and thereafter approved.

The plan the WACP creates a delivery roadmap for a network of protected strategic cycle lanes across the borough, focusing on borough boundary to borough boundary routes. It also sets out the plan to improve walking with improved wayfinding and public realm improvements. It describes how the council will tackle the sense of vulnerability and the fear of collisions by creating a network of inclusive strategic cycling routes which link up with Low Traffic Neighbourhoods. Inviting walking routes between shops, schools, leisure destinations

and green spaces will also be created, with plans to boost the number of Low Traffic Neighbourhoods and school streets - safe walking and cycling zones outside schools - core elements of the strategy. The plan is part of the Haringey Streets for People initiative and will play a key role in achieving a green recovery from the pandemic and creating a Net Zero Carbon Borough by 2041.

Our walking webpage offers links with The Ramblers Association to train walk leaders and create led Walks for Wellbeing. These promote and build confidence for residents to start walking instead of relying on vehicles. These walks often begin with garden walks and build to lead weekly walks in local community. We have 10 regular led walks operating all year with trained volunteers and a project with The Ramblers Association to increase the numbers of walks offered.

11.5. Electric vehicle charging

The Council manages 167 EV charging points that have been installed in the borough on the public highways and car parks. These are a mixture of standard 7 kW and 22 kW charging points, 5.5 kW lamp column points, and rapid 43/50 kW points. In 2022, 58 new standard Source London EV charging points were installed, 24 of which went live in January 2023. A statutory consultation for an additional 36 EV points has been completed, and these are aimed to be installed by March 2023, bringing us to a total of 94 EV charging points by the end of the financial year. The council has made a commitment to install around 100EV charging points annually. The densest clusters of charging points are located in Crouch End, Tottenham Green, Highgate, Alexandra, and the Muswell Hill/Fortis Green boundary (see Figure 11 below).

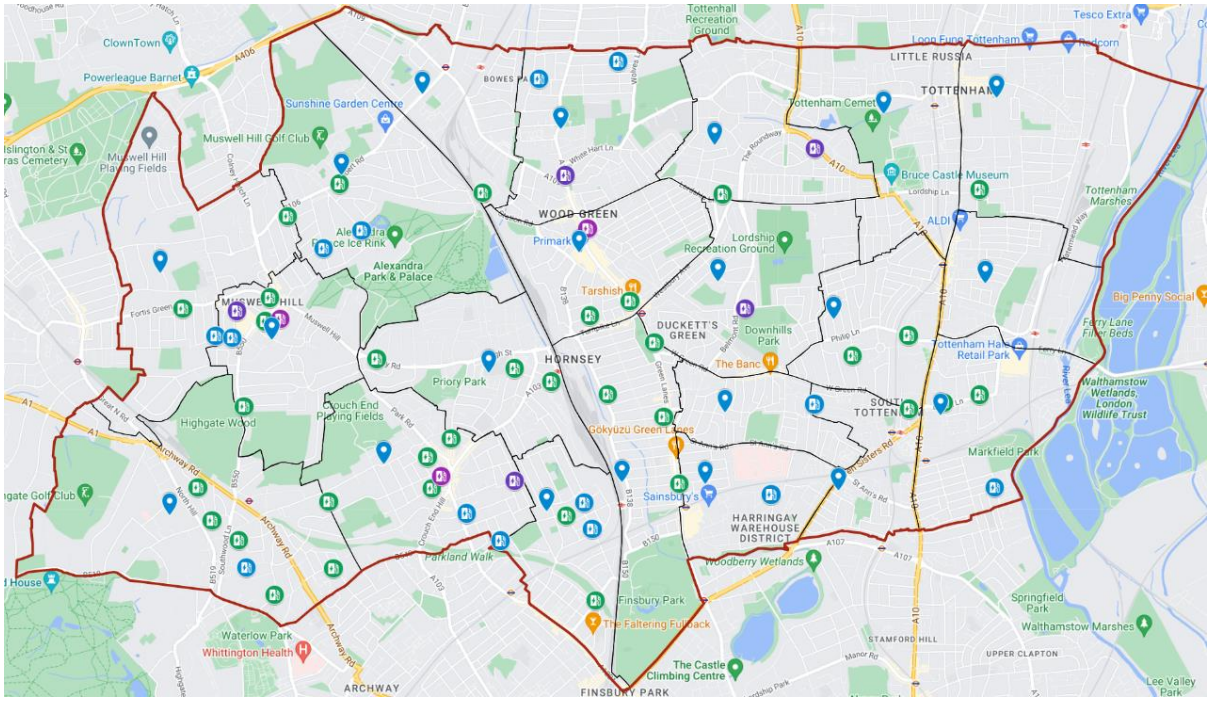

Figure 11: A map showing all the EV charging points in Haringey (Source: Source London)

11.6. Controlled Parking Zones (CPZs)

Approximately, more than three quarters of Haringey is currently covered by CPZs as shown in the figure. In 2022, a few more CPZs were implemented in Muswell Hill West, Fortis Green Extension, and Northumberland Park West. In November 2022, a few more consultations were held in Hornsey North, Crouch End 'A', Crouch End 'B' and Seven Sisters with statutory consultations planned in April 2023.

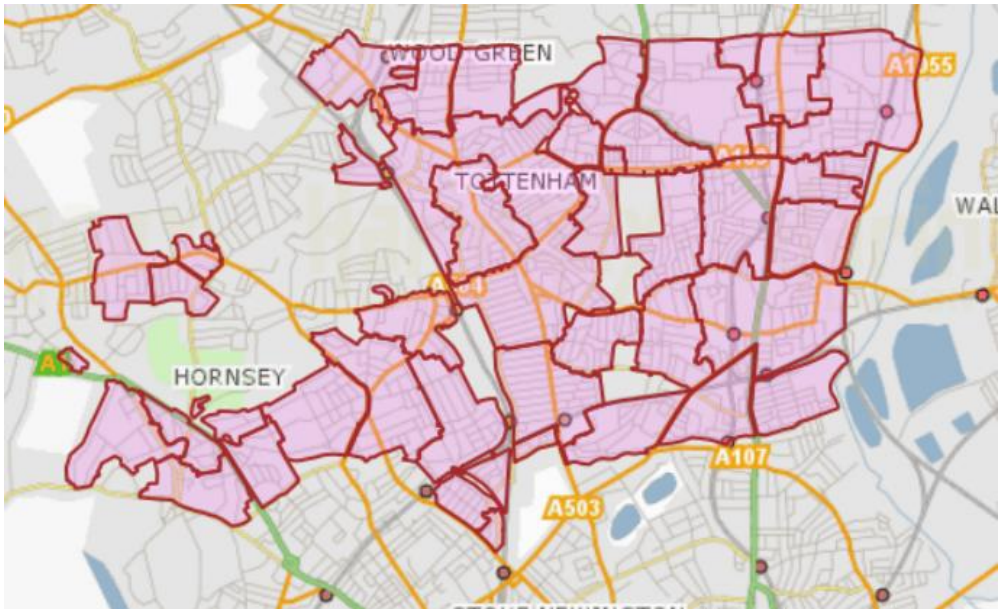

Figure 12: The map shows existing CPZs in Haringey.(Source: CPZ lookup tool)

11.7. Parking permits

Haringey's parking policy reflects our commitment to reduce carbon emissions, with residential permit pricing structure based on vehicle CO_2 emission bands. Paperless virtual permits, a £50 annual surcharge for second and subsequent permits per household and an £80 annual surcharge on diesel vehicles were introduced to parking permits in August 2021. As of the year 2022, the charges remain the same while new charges for the Essential Service Permit scheme are going to be agreed in February 2023.

12. Energy

The carbon intensity of the national grid is falling, decarbonising the electricity supplied to homes and workplaces. The council can further support this by developing and supporting low carbon forms of electricity generation and energy storage at a residential or neighbourhood level. This local generation will decarbonise the borough's energy, in addition to strengthening Haringey's energy security.

In Haringey, heating traditionally relies on the combustion of natural gas. The efficiency of heat creation can be improved through the electrification of heating using heat pumps (air, ground, or water source) and adoption of low-carbon decentralised energy networks (DENs). DENs are a major plank of the HCCAP and are expected to deliver significant carbon savings over coming decades.

12.1. Decentralised Energy Networks (DENs)

DENs use a system of buried pipes to connect buildings' heating systems. The resulting large heating systems cover a wide area and have a large heat load, enabling customers to use heat technologies at scale and facilitating greener and more affordable heat.

12.1.1. Existing DENs

The council is already a heat supplier in the Housing Revenue Account (HRA) to around 1,700 homes (850 at Broadwater Farm and 800 elsewhere), with an additional 600 new homes in the pipeline over the next three years. The council is committed to setting up a heat supply company for High Road West (2,500 homes) and the long-term ambition is for 20,000 connections (including the Tottenham Hale and Wood Green DENs).

12.1.2. DENs under development

The wider DEN programme has gained pace with the adoption of the outline business case and success in securing grant funding by Cabinet in December 2021. The DEN programme plans to deliver heat to more than 10,000 homes across three Heat Network Hubs and linking into the existing scheme at Broadwater Farm. The three hubs are:

- Tottenham Hale – New build scheme with back-up and top-up boiler house connecting around 12 development sites with phase 1 (circa 2,000 dwellings) built out by 2024/25. Further developments are expected to connect to the DEN over the following 10 years increasing the size to approximately 6,000 homes.
- Wood Green – New build scheme with back-up and top-up boiler house connecting around 6 development sites with phase 1 (circa 2,000 dwellings) built out by 2024/25.

Further developments are expected to connect to the DEN over the following 10 years increasing the size to approximately 6,000 homes.

- North Tottenham – Core scheme is a new build single site with 2,500 homes. Expected start on site in 2023 with completion by 2033. The DEN is expected to expand to neighbouring sites including 1,000 extra homes in addition to schools and the Tottenham Hotspur Stadium.

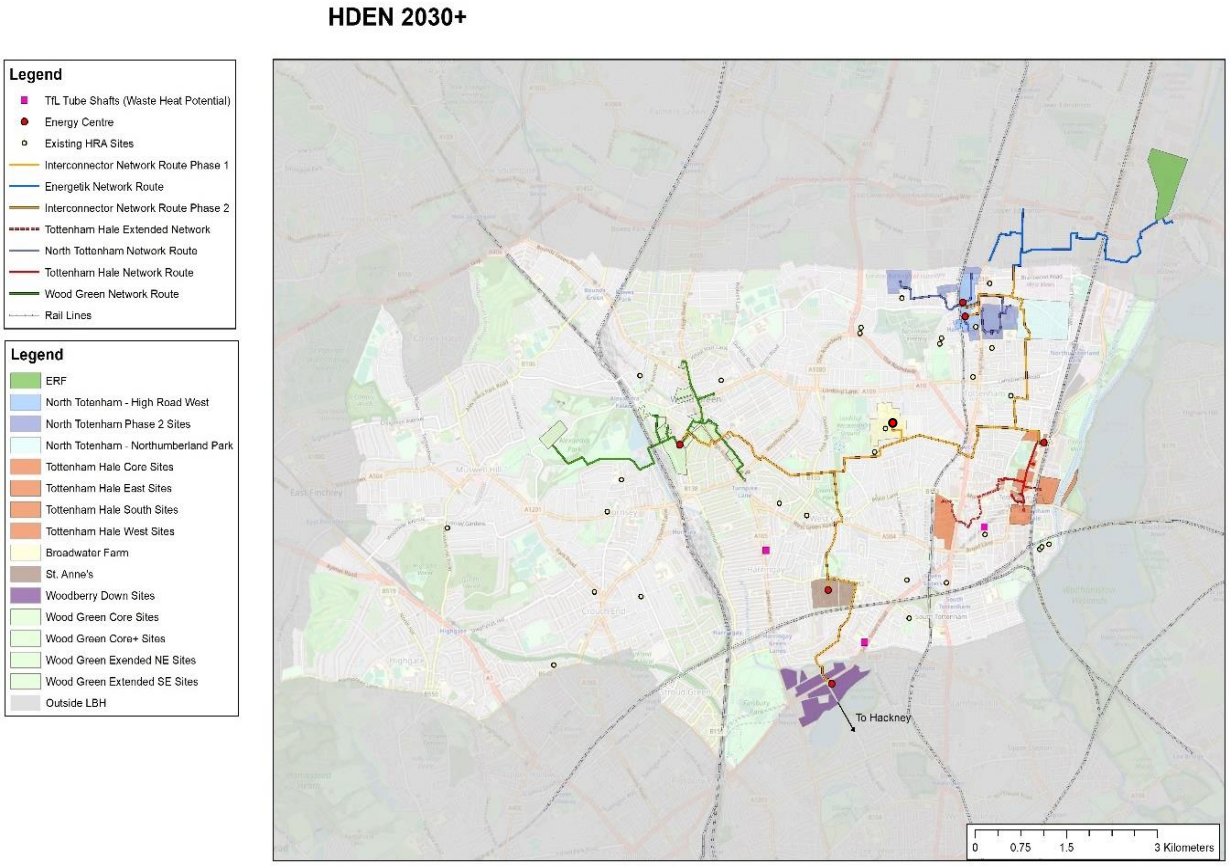

Figure 13: Haringey's proposed indicative DEN map. This image shows the ERF in Edmonton (green area), proposed DENs, their network routes, the interconnector pipework routes, crossings, and energy centres in each DEN area (red dots). It also shows an indication of which sites are expected to connect to the four DEN areas of North Tottenham (blue areas), Tottenham Hale (orange areas), Wood Green (beige/light yellow areas), Broadwater Farm (light brown area) and the Hackney Woodberry Down area (purple areas).

As these Heat Network Hubs expand, the wider DEN programme seeks to connect them to a centralised heat source supplied by Edmonton Energy from Waste (EfW). This will establish a long-term supply of low-carbon heat for the borough and provide further opportunity for connection to the St Ann's and the Hackney Woodberry Down development which would further add 7,000 homes.

12.1.3. Current work

The Carbon Management team currently manages the DEN programme with the long-term vision to establish a council-owned District Energy Company, which was approved in principle by Cabinet in Outline Business Cases (OBCs) in January 2017 and December 2021. The establishment of this energy company is also an obligation on the council in the development agreement for High Road West and a condition of the central Government grant funding available to the Tottenham Hale and Wood Green DENs.

Following the Cabinet approval of the OBC to support the developments in Tottenham Hale and Wood Green in December 2021, we are moving toward producing Full Business Cases by end 2023.

13. Community emissions

Over 90% of all borough emissions are not within direct control of the council. Therefore, the support and delivery of action by wider borough stakeholders is vital to ensure delivery of this Action Plan. This means that all residents need to feel ownership of this ambition and feel empowered to act. Alongside the council, the borough hosts multiple active environment- and climate-related stakeholder groups who have successfully delivered a range of projects.

Community support will be vital to deliver the HCCAP. The council has committed to supporting our communities to help us deliver change and achieve net zero carbon together.

13.1. Haringey Community Carbon Fund

In June 2021, Cabinet approved the use of £390,000 in Section 106 carbon offset funds towards setting up a Community Carbon Fund, a four-year grant scheme to support community-led carbon reduction projects in the borough. £90,000 was available for grants in the first round of funding (2022/23), with £70,000 for each subsequent year. Any excess funding was agreed to be rolled over into the next year.

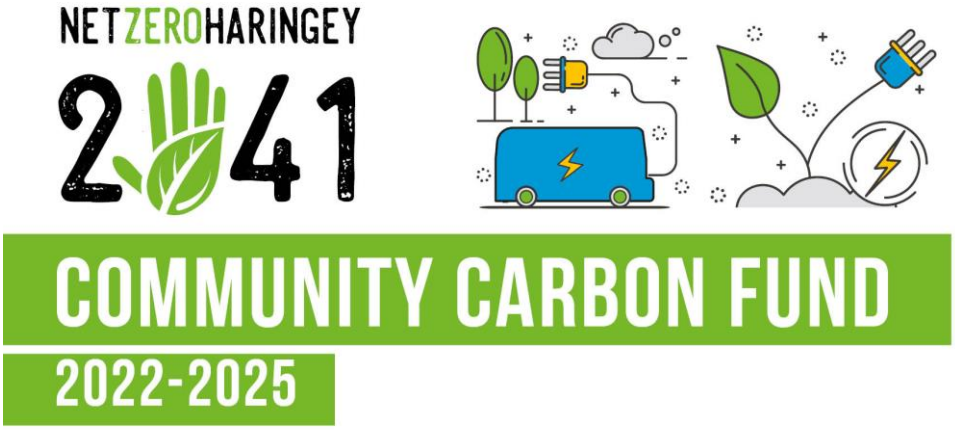

Figure 14: Banner for the Community Carbon Fund, including the Net Zero Haringey 2041 logo in the top-left corner.

The first round of funding was opened to applications on 31 October 2021 and closed on 7 January 2022. In total, there were 13 applications for the community carbon fund requesting £243,230 of grant funding. These were split into two micro grants, one small grant, six medium grants, and four large grants. Application scoring and grant awarding recommendations were made by a five-member judging panel, made up of two community representatives and three council officers. Funding announcements were made in March

2022, with the first projects completed in 2022 and the remaining projects expected to be completed in 2023.

The following seven projects were approved in the first round of Community Carbon Fund:

1. Wood Greening: Championing Carbon Cutting by Collage Arts
   Collage Arts received a grant of £26,222 for installing new glazing and doors, LED lights, water saving taps, re-cover sofa, and for reducing food waste by working with school and other businesses which is said to save 1.6 tonne of carbon dioxide per year. The project proposed to work in partnership with local schools, tenants, and the Wood Green Business Improvement District to undertake wider community engagement on climate change.

2. Community Powered Solutions by Edible London
   Edible London have been offered a grant of £26,620 for redirecting and reducing food waste, delivering more meals and replacing diesel van with electric van. This project could save 5.9 tonnes of carbon dioxide per year.

3. Tottenham Repair Café by Haringey Fixers
   Haringey Fixers received a grant of £500 to set up a repair café for people to get repairing helps for free, which is estimated to save around 2.6 tonnes of carbon dioxide per year. They planned to run 12 events over 5 months at Lordship Hub and the Broadwater Farm Community Centre and are still continuing their engagement.

4. LoCaL3 Feasibility (Low Carbon Living – Food, Energy & Transport) by Living Under One Sun
   Living Under One Sun received a funding of £15,000 for the project LoCaL3 which was initially to assess the feasibility of LoCaL3 to support the uptake of community-led innovations in low carbon, low impact food and energy production, and cargo-bike delivery. A slightly revised plan was agreed with the council, for £15,000. The plan was amended and now will assess the feasibility of LoCal3 to support the uptake of community-led innovations in low carbon, low impact food and energy production, and cycling as an alternative goods transport system. LUOS plans to partner and collaborate with En10ergy, London Metropolitan University, Coventry University, Centre for Agroecology, Water & Resilience, and Greater London Agriculture Masterplan.

5. Solar Panels upgrade installation by Lordship Hub

Lordship Hub received a grant of £14,000 to install new solar PV system of around 10kWp, replacement LED lighting. In addition, they delivered training of Carbon Champions and monthly surgeries on reducing emissions in partnership with En10ergy. This is estimated to save around 2 tonnes of carbon dioxide per year.

6. TCCA LED by Turkish Cypriot Community Association
   The Turkish Cypriot Community Association received a grant of £478 for the installation of LED lighting, community events and a streamed TV programme. The project is estimated to save around 3 tonnes of carbon dioxide per year.

7. My Forever Home by Public Voice
   Public voice was selected to receive a grant of £7,180 for training of community members in Environmental Awareness Level 1 at Go Green Festival and several energy saving workshops. The applicant withdrew their application in March 2022, so their allocated grant has been rolled over to Year 2.

A total of 13 applications were received for the Year 2 round of funding, for a total of £311,327. £86,586 including the allocated £70,000 and rolled-over amount of £16,586 is available to award to community carbon reduction projects.

13.2. Biodiversity and habitats

Haringey is a relatively green borough, with 148 parks and green spaces directly managed by the Parks & Leisure service. These, along with 27 council-managed allotments, create 383 hectares of open space in the borough. There are, additionally, 59 sites of importance for nature conservation (SINCs), five local nature reserves, two cemeteries, and several parks and green spaces not directly managed by the council.

The council is committed to providing inclusive parks and green spaces that serve the Haringey community and the natural world. The consultation for the Parks and Greenspaces Strategy took place between 29th September and 27th November 2022. The draft Tree and Woodlands Plan was published in August, which aims to plan street trees in each ward until it reaches 30% canopy cover, plant 10,000 new trees by 2030, invest in sustainable drainage systems to reduce flooding and work to create three brand new nature reserves by 2026 and introduce Sites of Importance for Nature Conversation.

Some updates on these are:

- Planted 433 new trees across the borough, 195 trees were removed.

- Planted a new ‘mini-forest’, consisting of 600 saplings, in White Hart Lane Recreation Ground in October. We are also planning to create a new area of woodland in Perth Road Playing Fields in February 2023. Plans are still ongoing, but we are aiming to plant approximately 700 saplings to create an area of new native woodland.
- Delivered a two-year meadows project for parks sites and roadside verges. Created new meadows at Page Green Terrace (The Paddock), and eight new meadows in parks sites and five new meadows on roadside verges.
- Started discussions with Treeconomics, including the feasibility of carrying out an iTree Eco survey, but plans are yet to be agreed on when one may take place.
- As part of the Stanley Culross development, 310 m^2 of land that was formerly part of the housing site is in the process of becoming new publicly accessible parkland space, through the funding of a Section 106 agreement.
- Upgraded the Manor House Lodge and Chapman’s Green Pavilion to EPC rating C, as part of works to bring them up to standards for letting to new leaseholders.
- Installed new energy efficient parks lighting schemes at Down Lane Park (solar) and Finsbury Park and began the process of upgrading all parks lighting to new energy efficient centrally controlled LED lighting by March 2024.

13.3. Lordship Hub Cafe

Lordship Hub café installed 24 solar PV panels on its roof in November 2022 with a back-up battery. The array will generate up to 9,000 kW hours a year, saving 2 tonnes of carbon a year. Funding for this was received from the Haringey Carbon Fund and from the London Community Energy Fund at the Mayor of London’s office. Technical assistance was given by En10ergy, the borough’s community energy company. The Hub has also installed a weather station on the roof with a display screen giving real time information on wind speed, temperature, humidity, rainfall.

13.4. Living Under One Sun (LUOS)

Living Under One Sun’s Fuelling Empowerment project trained seven residents as Energy Champions and 32 households were advised for energy savings, reducing their bills by an average of £100, and an additional 13 received energy saving materials, altogether 135 residents benefitted. The project was funded by the GLA via Community Energy London, alongside contributions from LUOS, En10ergy, and Haringey residents.

Figure 15: The Dynamic Community Energy Champions award ceremony at LUOS. Cllr Zena Brabazon presented the certificates.

Some of the activities done by LUOS are as follows:

- 10,080 kilos for the year of surplus supermarkets food used by the community and diverted from landfill.
- 15,000 litres of recyclable waste (cans, bottles, tins, paper, card, paper plates, etc) from the Community Hub and Cafe recycled into the Haringey collection system.
- 1,045 kilos of food, cardboard and garden waste composted for productive growing use and diverted from landfill waste.
- 13,150 litres of rainwater harvested and used.
- A range of crops produced locally (i.e. no transport costs) for consumption at home or in the LUOS cafe, or distributed to local families for free.
- LUOS cycling and walk groups increased the number of emission-free sustainable transport journeys by an estimated 1,372 miles.
- LUOS Electric Vehicle drove 4,150 emission-free miles.
- HCCF LoCaL3 Low Carbon industry project reshaped and underway at LUOS Community Hub.

13.5. En10ergy

This year En10ergy (logo shown on the right), generated 77,334 kWh of solar electricity from installations across Haringey: Marks & Spencer, the Methodist Church and Fortismere School in Muswell Hill and Woodside School in Tottenham. The four sites together saved around 15 tCO2 during the year.

The organisation has also mentored community groups considering solar installations and has supported Community Energy London, Community Energy England, Haringey Climate Forum, London Climate Action Week and Great Big Green Week during the year.

13.6. Muswell Hill Sustainability Group (MHSG)

In 2022, MHSG (logo shown right) organised a number of Green Open Homes which attracted 200 visitors to ten local homes and an expert talk session where a total audience of 100 joined to listen to the four expert speakers. More details about the events are as follows:

- **Green Open Homes:** MHSG ran two Green Open Homes weekends 1st / 2nd October and 8th-9th October. In addition, several online evening meetings were held with tips for keeping homes warm. Around 100 people visited people's houses and a further 100 attended the Zoom meetings.
- **Deep Home Retrofits:** Rounding off the year's Green Open Homes events with unique glimpses into the world of 'deep retrofits' through expert eyes**.**
- **Big Green Fair:** MHSG's first Big Green Fair was organised on the 29th of May 2022, where over 20 stalls featuring zero packaging groceries, home insulation, stationary made from recycled materials, local art, sustainable skincare, and lovely home-made cakes made by a brilliant 12-year old baker took part.
- Masked MHSG anti-single use plastic, crusaders took to Muswell Hill town centre to tackle oil-gobbling short-life plastic cups, bottles, bags, shampoos, and even synthetic clothes which shed plastic fibres.

13.7. Friends of the Earth

Tottenham and Wood Green Friends of the Earth planted some 50 trees and shrubs in the green space beside Rowland Hill Nursery on White Hart Lane. Hopefully watering over the

very hot summer (assisted by the nursery staff and children) will have ensured that the trees will establish well.

13.8. Go Green Team

The Go Green Team ran a week of events for London Climate Action Week (25th June to 3rd July). The aim of each week was to reach out to communities that do not usually come to events that focus on sustainability. So, most events were held during the day time in community spaces in the east of the borough. The team tried, as much as possible, to join events that were already happening in those spaces to reach the widest possible community. The free to enter events showcased solutions to the climate crisis encouraging local residents, businesses and stakeholders to reduce their carbon footprint by making lifestyle changes such as generating less waste, becoming more active, reducing energy use and food waste.

*Figure 16: The Go Green team flyer for the London Climate Action week (*25th June to 3rd July*) and the Big Green Week (24th Sept to 2nd October)*

The Go Green Team ran another week of events for Great Big Green Week (24th Sept to 2nd October). A national event run by the Climate Coalition which included film shows, discussion meetings, the pop-up ecohouse, circular economy lifestyles, the green economy, volunteer gardening, nature walks, green open homes, urban arts and family cycle rides.

Figure 17: Growing in Haringey (a part of Sustainable Haringey) held a seed swap in March 2022 attended by 50 people at Wolves Lane plant centre.

14. Future Projects

Haringey Council is committed to building on the projects and actions delivered in 2022 to further be delivered through the Corporate Delivery Plan for greater carbon reductions in the future. Committed projects include:

- Awarding and delivering approximately £86,586[5] in Council grants from Community Carbon Fund and opening the Year 3 pot of up to £70,000 in grants;
- Progressing the delivery of 13 School Street Projects[6], of which two are in redesign/informal consultation, and 11 projects are in decision making to be delivered in June 2023 subject to statutory consultation;
- Having regard to monitoring, formal objections to the schemes and other community feedback, making a decision as to whether to amend, revoke or make permanent the review the implementation of three experimental new Low Traffic Neighbourhoods launched in 2022 (St Ann's, Bruce Grove West Green, and Bounds Green);
- Installing additional electric vehicle charging points across the borough in 2023 in line with demand;
- Directing Haringey residents to the GLA Warmer Homes Scheme for domestic energy efficiency;
- Finalising the Parks and Greenspaces Strategy and Retrofit London Housing Implementation Plan in 2023;
- Upgrading park buildings to at least Energy Performance Certificate (EPC) grade E by 2023 and grade C by 2025;
- Lighting to be replaced in 2023 across all park assets, to energy efficient LED at 3000 Kelvin managed from a central management system whereby lighting power consumption can be reduced as required;
- Commencing a 'Landscape Plan' for Housing land, to look at more sustainable management;
- Plans to replace petrol-driven handheld horticultural equipment to battery operated equipment in early 2023;
- Plans to purchase a small electric utility vehicle to transport equipment within the Borough. These projects are currently at the procurement stage, are aimed to complete in the year 2023;

[5] This is a sum of the allocated funding for Year 2 is £70,000 plus the rolled over amount of £16,586 from Year 1.
[6] School Street Projects may include multiple schools within a project.

- Produce Full Business Cases for the Wood Green and Tottenham Hale DENs in 2023. Begin work on site for the North Tottenham DEN in 2023;
- Train up a team of staff members to roll out and deliver an accredited in-house Carbon Literacy training programme;
- Finalising the TNZC study to understand the impacts of the new building regulations Part L 2021 on energy modelling results, the energy efficiency in new buildings and inform the New Local Plan policies;
- Integrate carbon reduction in council decision making.