

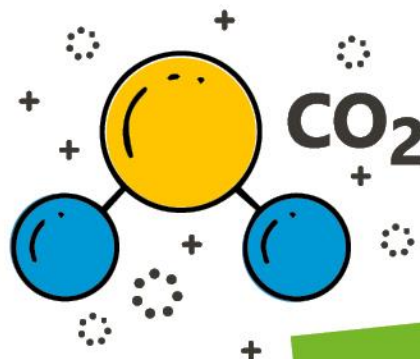
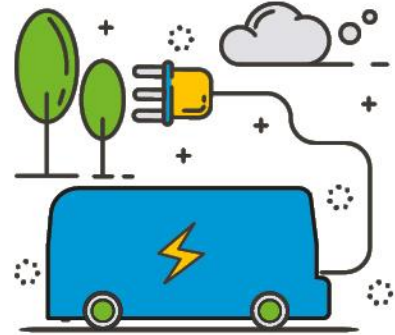
NETZEROHARINGEY

2041



# ANNUAL CARBON REPORT

2023



Haringey  
LONDON

## 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.

This report demonstrates a consistent decline in emissions with an overall 17% reduction in 2021 from 2015 levels, primarily driven by the decarbonisation of electricity. However, a slight upward trend in emissions by 1.18% from 2020 to 2021 was observed, attributed to the post-COVID "rebound effect" as lockdown restrictions eased. Despite this increase, Haringey outperforms neighbouring boroughs and the national average, positioning it as the London borough with the second-lowest rebound emissions in 2021. We can see the positive carbon impacts we have delivered – local energy generation through new local renewables, improved existing and new build housing with lower energy bills, trial low-traffic areas 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. While our commitment is evident, a 40% reduction is needed for Net Zero Carbon by 2041. Challenges persist, notably in domestic emissions, demanding sustained efforts in energy reduction, fossil fuel transition, and green electricity promotion.

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 70%. 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 the council and community. Similarly, Haringey Climate Partnership fosters community engagement and collaboration demonstrating a commitment to inclusive participation and co-production in tackling carbon reduction and climate change in the borough. Our commitment continues, exploring more ways for closer collaboration in the vital work area.

Bold policy initiatives and constant progress reviews drive us forward. As we witness changing climates with increased heatwaves and flooding, our collective response is vital. Addressing the Climate Emergency is not just about reducing carbon; it is about building a more prosperous, equal, and sustainable borough and society. To effectively tackle Climate Change, unity across council service areas, organisations, campaigns, and residents is imperative. We approach this challenge as an opportunity to create a better, more sustainable future for all.

Lastly, before concluding this report, I would like to take a moment to honour the memory of Norman Beddington, a cherished member of our community who recently passed away. Norman's legacy reminds us that everyone has the capacity to enact meaningful change, and his absence leaves a void that will be deeply felt. His passion and dedication to climate advocacy will be sorely missed, but his legacy of empowerment and activism will continue to inspire us as we work towards a sustainable future. Our heartfelt condolences go out to his loved ones during this time.

Cllr Mike Hakata

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

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### 3. Executive Summary

This report marks the third year of reporting under the Haringey Climate Change Action Plan's (HCCAP) 2041 target. It reports on the latest production-based carbon emissions dataset from London Energy and Greenhouse Gas Inventory (LEGGI) for 2021<sup>1</sup>. There is a two-year delay in processing the data and publication by the Greater London Authority (GLA). Therefore, the data shows performance against the HCCAP targets for 2021 and the report also highlights projects delivered during the calendar year 2023. Carbon reduction projects and initiatives described in this Annual Carbon Report for 2023 will be reflected in the 2023 carbon emissions dataset that will be published in 2025 and which will be reported in the 15<sup>th</sup> Annual Carbon Report.

The 2021 data demonstrates an overall decline in emissions of 17% in 2021 from 2015 levels. However, a slight upward trend in emissions by 1.18% from 595 to 602 ktCO<sub>2</sub> between 2020 to 2021 has been recorded, attributed to the post-COVID "rebound effect" as lockdown restrictions eased. Headlines from the data:

- Despite this increase, Haringey outperforms neighbouring boroughs and the national average, as the London borough with the second-lowest rebound emissions in 2021.
- The current emission reduction rate falls short of the necessary 40% to achieve the target of a Net Zero Carbon Borough by 2041.
- The per capita emissions in 2021 (2.29 kilo tonnes of carbon emissions (ktCO<sub>2</sub>)) are lower than the London average.
- Domestic emissions of 309 ktCO<sub>2</sub> continue to comprise over half of the borough's total emissions, emphasising the need for a reduction in fossil fuel-based energy consumption in dwellings.
- 87% of transport emissions stem from any fossil-fuel-based road transport. So, there is a need to focus on encouraging active travel and the use of electric vehicles on our highways.

Vigilant efforts are crucial to meeting the ambitious 2041 target and ensuring sustained progress in Haringey's climate action initiatives. Current progress to reduce emissions in six key areas as set in the HCCAP is as follows:

1. Council: The Council achieved a 70% reduction in its carbon footprint, moving from 12,840 tCO<sub>2</sub> in 2014/15 to 3,885 tCO<sub>2</sub> in 2022/23.

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<sup>1</sup> This includes scopes 1, 2, and some limited scope 3 emissions from the sources included. Further detail on the scopes is included in the Glossary.



2. Housing: The current status of domestic properties, categorised by SAP band, indicates a distribution with 3.2% in band B, 25.8% in band C, 53% in band D, 16.5% in band E, 1.2% in band F, and 0.2% in band G. Progress toward achieving the Energy Performance Certificate (EPC) B on average in all domestic buildings by 2041 requires focused efforts, particularly in improving energy efficiency and transitioning to low-carbon technologies.
3. Workplace: Emissions from industry and commerce have decreased by 20.5% between 2015 and 2021. However, there was a 7.4% increase in 2021 from 2020, indicating a need for strategic measures to align with the target of achieving an EPC B on average in all non-domestic buildings by 2041. Efforts to simultaneously reduce business-related carbon emissions will be crucial.
4. Transport: Progress is evident with a 21.7% reduction in transport-related emissions from 2015 to 2021, particularly notable in the 20.5% reduction in 2020. However, a 4.4% increase in 2021 signals a rebound post-pandemic, emphasising the need for effective strategies to meet the ambitious 50% reduction target by 2025.
5. Energy: The council's initiative to connect around 12,000 homes to low-carbon heat sources and generate 13 GW of renewable energy locally is underway. With the council already serving as a heat supplier to approximately 1,700 homes and plans for a potential broader low-carbon District Energy Network (DEN) being considered, significant strides are being made to align with the targets set in the HCCAP.
6. Community: Active collaboration with stakeholder organisations to reduce carbon emissions, promote sustainability in the green economy sector, and protect and enhance the borough's biodiversity and habitats is ongoing. The engagement with the community underscores the Council's commitment to fostering a collective approach toward achieving broader climate action goals. Continued support and liaison with stakeholders will be essential for sustained progress in this area.

## **4. Introduction**

This thirteenth Annual Carbon Report monitors the borough's progress in reducing our carbon emissions in 2021 and celebrates our successes and projects in 2023. 2023, was also a year marked by multiple new global temperature records and the month of July being declared the hottest in hundreds of years. Highlighting the urgency of addressing climate change. As a council, we are united with the Haringey community in our commitment to deliver progress and work towards a greener, fairer Haringey.

In 2023, the challenges from the COVID-19 pandemic and the escalating impacts of the cost-of-living crisis were compounded by a series of extreme weather events attributed to climate change. These climate-related incidents emphasise the critical need for urgent global action to mitigate the ongoing damage caused by climate change and reduce carbon emissions.

This is the third annual carbon report that reports progress on the Haringey Climate Change Action Plan (HCCAP), which sets out our target to be a net zero carbon borough by 2041 and for the council's core corporate buildings to be net zero carbon by 2027.

The initial sections provide an overview of the global, regional, and local climate change landscape, highlighting policy changes, news, and public sentiments. The subsequent sections detail the borough's carbon emissions and our progress against reduction targets. The latter portion aligns with the HCCAP's six domains — Council, Housing, Workplace, Transport, Energy, and Community — spotlighting key projects in 2023. The report concludes with a forward-looking section on planned projects for 2024.

## **5. Key policy changes – international and national**

### **5.1. COP28 in United Arab Emirates**

The [28<sup>th</sup> Conference of Parties \(COP28\)](#) to the United Nations Convention on Climate Change concluded with a landmark agreement signalling the "beginning of the end" of the fossil fuel era. The agreement emphasises a swift, just, and equitable transition towards deep emissions cuts and increased financing. The central outcome, a global stocktake, sets the stage for countries to enhance climate action plans by 2025, acknowledging the need for a 43% reduction in global greenhouse gas emissions by 2030 to limit global warming to 1.5°C. The conference also addressed issues such as loss and damage funding, adaptation goals, climate finance, and the ongoing commitment to decarbonise economies.

### **5.2. IPCC AR6 Synthesis Report: Climate Change 2023**

The Intergovernmental Panel on Climate Change (IPCC) finalised the [Synthesis Report for the Sixth Assessment Report](#) (AR6). The Synthesis Report confirms that unsustainable energy and land use, along with over a century of fossil fuel burning, unequivocally caused a 1.1°C global surface temperature increase by 2011–2020. It highlights the challenges of limiting the rise to 2.0°C, as current nationally determined contributions commit to a 1.5°C increase by the early 2030s. Urging net zero carbon emissions, the report emphasises the need for rapid mitigation and adaptation actions in this decade to reduce projected losses and damages for humans and ecosystems, emphasising that delayed action risks high-emission infrastructure and increased costs.

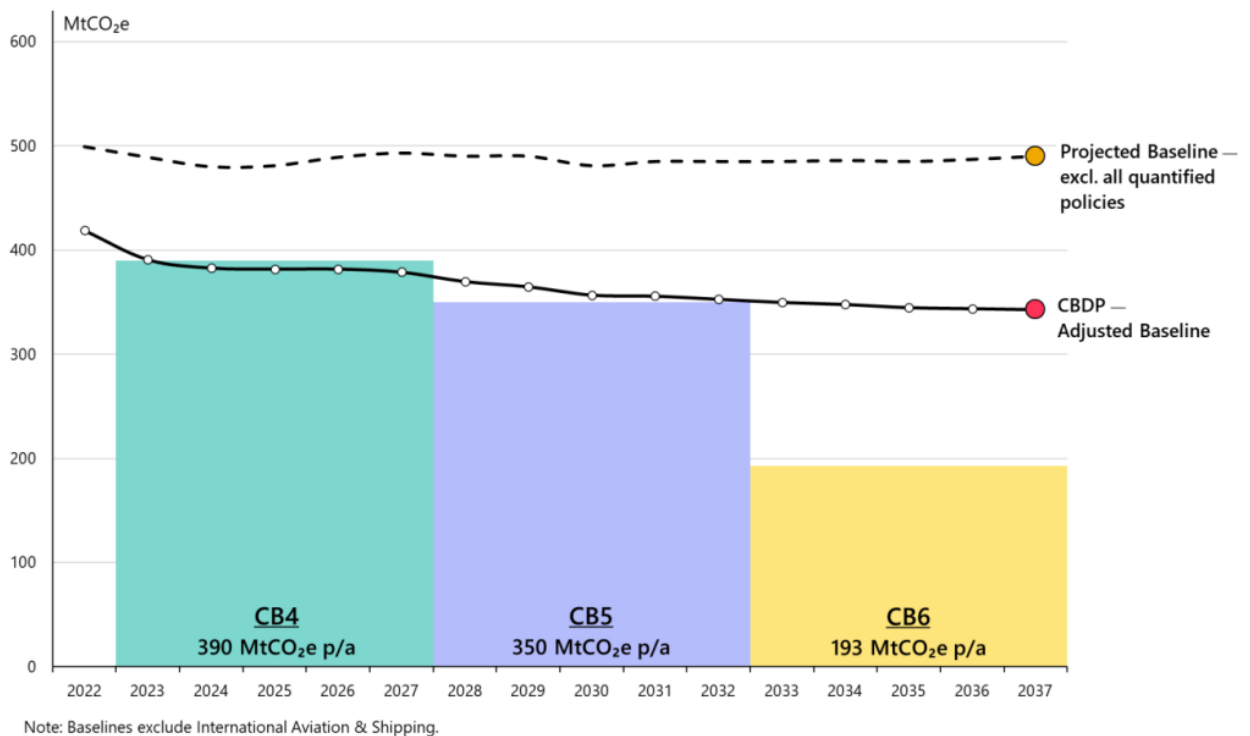
### **5.3. Committee on Climate Change 2023 Progress Report to Parliament**

In June 2023, the Committee on Climate Change (CCC) published a report to Parliament on the UK's [Progress in reducing emissions](#). This report was accompanied by the [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 2023 climate promises, the increased transparency embodied in the Carbon Budget Delivery Plan (CBDP) but criticised the overall pace of delivery and offered [27 priority recommendations](#) and other [273 recommendations](#) for additional action.

### **5.4. Carbon Budget Delivery Plan**

The UK Government's [Carbon Budget Delivery Plan](#) (CBDP) outlines a dynamic long-term strategy for the transition over the next 15 years, aiming to achieve net zero by 2050.

Proposals and policies in the package will be phased over the next decade or longer, but the plan acknowledges the inherent uncertainty in forecasting due to the variability of the market, consumer behaviour and technological advancements. The list of proposals and policies is a snapshot of the Government’s plan for meeting carbon budgets. While these plans and policies achieve close to the required carbon reduction between 2023-2027 (Carbon Budget 4) and 2028 – 2032 (Carbon Budget 5), there is a 60% gap in carbon reduction between 2033 and 2037 (Carbon Budget 6) and beyond.



Energy & Emissions Projections, 2022 • Dept. DESNZ internal analysis, 2023

Figure 1: The graph shows two scenarios of projected UK carbon emissions from 2021 to 2040 against the UK’s carbon budgets. The baseline savings excludes all quantified policies set out a shortfall in the savings required to meet Carbon Budgets 4, 5 and 6. The CBDP adjusted baseline that includes the quantified policies shows that carbon budgets 4 and 5 can be met, but that it needs a further 60% saving to meet carbon budget 6.

### 5.5. UK Energy Act 2023

The [UK Energy Act](#) received Royal Assent on 26<sup>th</sup> October 2023. The Act aims to deliver the commitments made by the government in the [British Energy Security Strategy](#) and the [Ten Point Plan for a Green Industrial Revolution](#). It aims to ensure energy bills are more affordable, the UK is more independent in energy terms, to unlock investment, accelerate offshore wind development, and deliver on net zero commitments.

## 5.6. Environment Act – Biodiversity Net Gain requirement

In November 2023, the government published the draft legislation which provides details for the new biodiversity gain (BNG) framework under the [Environment Act 2021](#). This includes [draft statutory instrument](#) and [draft BNG planning practice guidance](#). The BNG requirement mandates that all planning permissions granted in England (with exemptions) must deliver a minimum 10% biodiversity net gain starting from early 2024. Small sites will be required to comply with this mandate from April 2024.

The framework aims to ensure the natural environment is left in a better state than before, and BNG should be achieved through measurable on-site (or in some instances off site) improvements to biodiversity, in line with a published Local Nature Recovery Strategy.

## 5.7. Consultations on Future Homes and Buildings Standards and the Home Energy Model

The Department for Levelling Up, Housing & Communities (DLUHC) published its technical consultation on the [Future Homes and Buildings Standards](#) which is anticipated to take effect from 2025. This replaces the current version of Part L (2021) and concerns new buildings, with some provisions relevant to existing buildings and a call for evidence to Part O (Overheating). The proposals are overall less ambitious than the standards set out in their previous consultations in 2019 and 2021, respectively.

Department of Energy Security and Net Zero (DESNZ) also published a consultation on the [Home Energy Model](#) which is set to replace the Standard Assessment Procedure (SAP) which is used to model energy use and carbon emissions in domestic properties.

## 5.8. Consultation on Heat Network Zoning

A consultation on [heat network zoning](#), published by DESNZ, is set to transform heat network development by designating zones where these networks offer the most cost-effective decarbonisation solution. Empowering local communities and requiring certain buildings in zones to connect to a heat network, this approach aims to accelerate network development, providing greener and more affordable heating for homes and businesses. Additionally, it would contribute to a more flexible electricity system but also mitigate the costs of expanding the electricity grid for net-zero goals. Enabled by the Energy Act 2023, the proposed zoning includes a nationwide methodology, a local Zoning Coordinator role, and a Central Authority overseeing national efforts.

## **5.9. Revised National Planning Policy Framework**

In December, the DLUHC published a revised version of the [National Planning Policy Framework \(NPPF\)](#). Amongst other amendments, it strengthens the position on the environment and climate change. It includes further links to the BNG requirements, and states that LAs 'should place significant weight to the need to support energy efficiency and low-carbon heating improvements to existing buildings,' including heat pumps and solar panels where permitted development rights do not apply.

## **5.10. Third National Adaptation Programmes (NAP3)**

In July Defra published the third [National Adaptation Programme \(NAP3\)](#), to adapt to the impacts of climate change from 2023 to 2028, and the fourth strategy for climate adaptation reporting. It focuses on three themes of 'action,' 'information' and 'coordination' across projects and programmes related to infrastructure, the natural environment, health, communities and the built environment, business and industry, international impacts, and reporting.

## **5.11. Spatial planning for Climate Resilience and Net Zero**

The CCC commissioned the Centre for Sustainable Energy and the Town and Country Planning Association (TCPA) to conduct [research](#) into the barriers and opportunities to delivering climate mitigation and adaptation through the planning system at the local authority level in England. It highlights that the planning system can play a key role in delivering climate mitigation and resilience locally. It sets out 20 recommendations to deliver systemic change to align the planning system better to climate policy.

## **5.12. UK energy and fuel prices**

Gas prices fell by 31% from prior to October 2023 and electricity prices fell by 15.6%. Since January 1989, when records began, this is the lowest annual inflation rate that has occurred. The average price of petrol and diesel fell by 7.6%. Fuel prices rose between September and October by 1.5p per litre to 155.1p of petrol and 4.8p per litre to 162p.

## **6. Key policy changes – regional and local**

### **6.1. Ultra-Low Emission Zone (ULEZ) expansion**

Following the successful 2021 expansion, the Ultra Low Emission Zone (ULEZ) was further extended across all London boroughs on August 29, 2023. This expansion has reduced overall vehicle traffic, particularly diesel cars, resulting in lower levels of harmful pollutants and delivering cleaner air for Londoners. In September 2023, [TfL reported](#) that 95% of vehicles across London comply with ULEZ emissions standards on an average day. This decrease in harmful pollutants delivers cleaner air and plays a significant role in reducing carbon emissions, contributing to a more sustainable urban environment.

### **6.2. Climate Safe Streets Report**

In May, the London Cycling Campaign published its Climate Safe Streets Report for London's boroughs. It urges authorities to speed up the delivery of a high-quality cycling network to transform London into a city where active and sustainable travel becomes the standard choice for everyday travel.

To address this, five specific asks were developed for each London council during the 2022 elections. The five asks for Haringey are as follows:

1. Protected Cycle Routes: Build two additional north-south cycle lanes and a continuous east-west cycle lane.
2. Low Traffic Neighbourhoods: Commit to 100% borough-wide LTN coverage, delivering 75% coverage by 2026.
3. School Streets: Implement school streets for every school in the borough.
4. Vision Zero: Commit to Vision Zero, aiming to eliminate all serious cycle injuries caused by motor vehicles.
5. Cycling Culture: Create a pro-cycling culture in the borough.

### **6.3. Climate Scorecards 2023**

Climate Emergency UK assessed all UK councils on their actions toward achieving net zero. The scorecard evaluation, involving up to 91 questions tailored to council types and spanning seven sections, was created in consultation with over 90 organisations and individuals. [Haringey Council](#) scored 52% and was ranked 24<sup>th</sup> as a single tier authority and 17<sup>th</sup> in London. The scorecard highlighted Haringey's strong areas in the categories for collaboration and engagement, and planning and land use. The council welcomes the external scrutiny with suggestions on improving areas around governance and finance, and biodiversity. The 2023

scorecards revealed that just 41 UK councils achieved a score of 50% or more for their climate action progress, with an average sector score of 32%.

#### **6.4. London Plan – Energy assessment guidance**

As of 1<sup>st</sup> January 2023, all planning applications submitted must use Building Regulations Part L 2021 to model their carbon emissions, follow the updated [GLA Energy Assessment Guidance \(2022\)](#) and use the [GLA's Carbon Emissions Reporting Spreadsheet](#).

The updated guidance continues to require a 35% reduction in on-site carbon emissions, with Be Lean targets of 10% for residential and 15% for non-residential developments. It also introduces reporting for Energy Use Intensity (EUI) and space heating demand, enabling easier comparisons between predicted energy use and occupant bills.

#### **6.5. Delivering Net Zero Report Evidence Base**

In 2023, Haringey published the [Delivering Net Zero study](#) as an update to the 2020 [Towards Net Zero Carbon](#) study examining on-site carbon emissions reductions and offsetting. This evidence will form part of the [New Local Plan](#). The latest study, led by Haringey with 17 other boroughs, evaluates the impact of Building Regulations Part L 2021 and GLA guidance, and is conducted by Etude Consulting Ltd and four other consultancies.

The recommendation is for planning authorities to adopt absolute energy targets, utilising energy use intensity and space heating demand. The study involved extensive energy and cost modelling for various building types and scenarios. Results show that the proposed targets are easier for users, and technically achievable with minimal impact on capital cost.

#### **6.6. London Councils Low Carbon Development Toolkit**

Low Carbon Development is one of the themes of London Council's collaborative climate programme. The programme aims to swiftly advance towards a low-carbon future. Led by Hackney and Haringey, the programme supports boroughs in achieving low-carbon outcomes through policy, research, guidance, and learning. [The Low Carbon Development toolkit](#), a collaborative effort with experts, provides 13 documents covering various low carbon topics for planning officers and is continually evolving.

#### **6.7. Londoners' attitude to climate change**

In October, London Councils published its [fourth year of polling Londoners on climate change and its impacts](#), surveying over 1,010 London residents above the age of 16. Headline findings include:



- 90% of Londoners say they are motivated to tackle climate change.
- 84% of Londoners are concerned about climate change, with concern high across all age groups.
- 68% of Londoners say their level of concern has increased in the last 12 months, these are significant increases from 2021.
- 65% of Londoners say that climate change affects their day-to-day decision making but 73% of Londoners think the cost-of-living crisis has impeded their ability to take action on climate change.
- 33% of Londoners have taken action to insulate their homes, and 25% have switched to a renewable tariff. Cost is cited as the main barrier to low carbon options.

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

## 6.8. Consumption-based emissions

London Councils, the Greater London Authority (GLA), and ReLondon have collaboratively commissioned the [consumption-based emissions account for London](#), with the latest release covering the period from 2001 to 2020. The report highlights that Haringey and London have experienced annual reductions in consumption-based emissions, with a total reduction of 32% from 2001 to 2020, aligning with the trend in the UK. Key findings include:

- The key areas of London's household consumption-based emissions remain transport, housing (e.g. emissions embedded in buildings' materials) and food (at home and outside the home).
- Borough emissions profiles are largely similar, although the difference between the lowest and the highest is significant: Newham's footprint per capita is 6.31 tonnes CO<sub>2</sub>e, around two-thirds that of City of London's footprint of 9.64 tCO<sub>2</sub>e per capita. Haringey's footprint is 7.8 tCO<sub>2</sub>e per capita.
- The 2008 financial crisis was the main cause of the reductions, and Covid-19 starting to influence the dataset.
- Required emission reductions are mostly structural: decarbonising housing and transport, needing redistribution infrastructure and development of repair, renting, and sharing services. This needs to occur along with lifestyle changes which vary widely across income and living styles.

Overall, a combination of systemic and behavioural change is needed to achieve low carbon lifestyles. Behavioural change is critical to this; the [Climate Change Committee](#) found that one

third of the emissions reductions needed by 2035 require decisions by individuals to adopt a low-carbon lifestyle.

There are a wide range of factors that influence lifestyle patterns, including wealth and income, physical infrastructure or environment, cultural and social norms, and policy frameworks<sup>2</sup>. People should take actions that lead to spillover (i.e. adopting one low-carbon behaviour that leads to another low-carbon behaviour, e.g. adopting recycling and then reducing energy usage) and not rebound effects (i.e. using savings from lower energy usage to take a foreign holiday, resulting in higher overall emissions).

Considerable awareness needs to be raised around the relationship between emissions and lifestyles, and clarity on what changes people need to take to live low-carbon lives. The previous section shows that Londoners are deeply concerned about climate change and are willing to make changes to the way that they live, but there is a disconnect between public perceptions of what is needed to reduce emissions and what the most effective actions are.

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<sup>2</sup> More information in this C40 report: [https://www.c40.org/wp-content/uploads/2021/08/2270\\_C40\\_CBE\\_MainReport\\_250719.original.pdf](https://www.c40.org/wp-content/uploads/2021/08/2270_C40_CBE_MainReport_250719.original.pdf) More information in this C40 report: [https://www.c40.org/wp-content/uploads/2021/08/2270\\_C40\\_CBE\\_MainReport\\_250719.original.pdf](https://www.c40.org/wp-content/uploads/2021/08/2270_C40_CBE_MainReport_250719.original.pdf)

## **7. Haringey's carbon reduction performance**

### **7.1. Summary**

This is the third report on our emissions goals using the London Energy and Greenhouse Gas Inventory (LEGGI) territorial-based emission datasets. The key takeaways on our progress in reducing carbon emissions are:

- 17% reduction in carbon emissions from 2015 to 2021.
- Emissions increased by 1.18% in 2021 from 2020 levels, which is lower compared to the national average.
- In 2021, Haringey's emissions per capita (2.29 tCO<sub>2</sub>) remain well below the London average (3.22 tCO<sub>2</sub>) and average of our neighbouring boroughs (2.66 tCO<sub>2</sub>).

We are currently behind our target to achieve a total carbon reduction of 40% by 2021 from the 2015 baseline to meet the borough's 2041 net zero carbon target.

This section delves into a comprehensive analysis of Haringey's carbon emissions, covering various aspects such as emission trends from 2015 to 2021, per capita emissions, sector-wide performance, comparison to neighbouring boroughs, the regional and national averages, and an examination of factors influencing differences between boroughs.

### **7.2. Haringey's Greenhouse Gas Emissions**

The Borough's activities directly or indirectly emit various greenhouse gasses, particularly, carbon dioxide (CO<sub>2</sub>), nitrous oxide, and methane. These are measured in 'CO<sub>2</sub> equivalent' (CO<sub>2</sub>e). CO<sub>2</sub> is the most significant greenhouse gas measured locally.

#### **7.2.1. Haringey's Territorial-based emissions**

Standard territorial accounting of greenhouse gas emissions measures the direct emissions produced within the boundary. The London Energy and Greenhouse Gas Inventory (LEGGI) annually estimated these emissions for London. In Haringey, most emissions stem from heating, powering buildings and transportation. [LEGGI dataset](#) serves as primary sources for measuring the borough's progress toward net zero targets. However, these estimates are produced with a two-year delay. The total emissions for Haringey are 602 ktCO<sub>2</sub>e and per capita emission is 2.29 tCO<sub>2</sub>e. Further detail on the dataset is included in the Glossary.

#### **7.2.2. Haringey's Consumption-based emissions**

Consumption-based emissions refer to the total greenhouse gas emissions associated with the consumption of goods and services by individuals, businesses, and governments within a

particular country or region. London Councils, the GLA and ReLondon jointly commissioned the [consumption-based emissions account for London](#), which provides regional and borough-level profiles. The most recent release covers the period 2001 – 2020. These consumption-based emissions consider emissions embodied in goods and services imported into London and consumed locally. However, this dataset is not part of the Net Zero Carbon Borough target for 2041.

As the Net Zero Carbon Borough target is based on LEGGI data of territorial emissions, these are unaffected by consumption-based emissions.

The total consumption-based emissions for Haringey are 2,078 ktCO<sub>2</sub>e and per capita is 7.80 tCO<sub>2</sub>e. A 32% reduction has been achieved in Haringey since 2001. Further detail on this dataset is included in the Glossary.

### **7.3. Haringey Climate Change Action Plan target**

#### **7.3.1. Emissions trend 2015-2021**

Haringey's emissions have continued to decline with an overall 17% reduction in 2021 from 2015 levels. This reduction is mostly driven by decarbonisation of electricity. However, in 2021 the emission reduction was stagnant showing a slight upward trend with a 1.18% increase in emissions from 2020 level, from 595 ktCO<sub>2</sub> to 602 ktCO<sub>2</sub>.

This increase has been put down to the 'rebound effect' post-Covid as the lockdown situation started to ease. Further rebound is to be expected in 2022 as the COVID situation had completely eased. This may be part offset by energy efficiency measures, retrofitting, changing living and working patterns, use of electric vehicle and an increase in active travel.

Figure 2 below demonstrates the trend in emissions from 2015-2021 for Haringey in comparison to London, neighbouring boroughs and the HCCAP target. 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 2021-2022 to return to our target trajectory.

Currently, the borough is not achieving the rate of reduction needed to achieve our goal of being a net zero carbon borough by 2041. An overall 40% reduction in emissions is required while only 17% is achieved from 2015-2021. On top of that, the rate of reduction has been slowing down and now with the increase in emissions due to the rebound effect, it is difficult to achieve our goal.

One of the challenges of delivering carbon reduction are the financial difficulties that Local Authorities are facing. High interest rates, insufficient and lack of consistent government

funding, and reduced revenue are constraining financial decision making and the balancing of the books. It also means we cannot plan for the long term, making larger projects (such as solar PV) are more challenging to model.

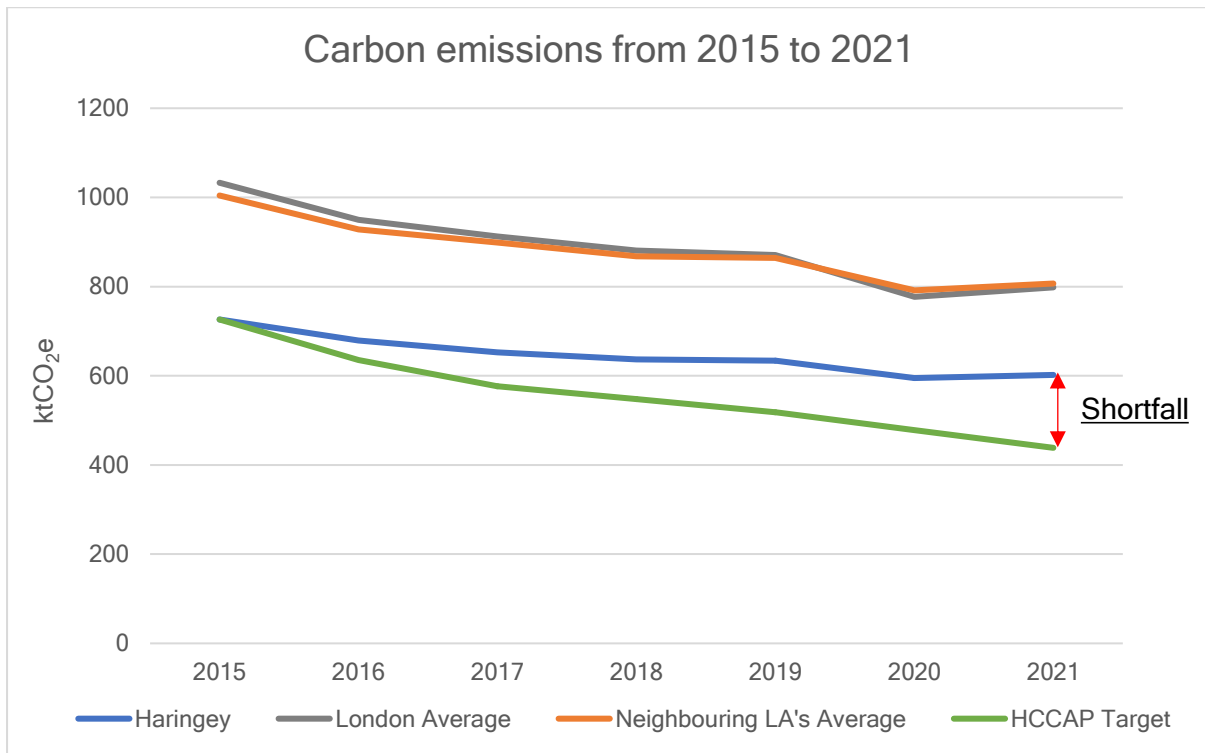


Figure 2: Graph showing the 2005 to 2021 end-user CO<sub>2</sub> emissions trend in Haringey (blue), neighbouring boroughs' mean (orange), and London mean (grey), and our HCCAP target (green). (Source: LEGGI data, 2015-2020; ARUP Analysis for the HCCAP).

### 7.3.2. Comparison of Haringey's emissions

In comparison, the slight increase of 1.18% in emissions in Haringey is lower than the 1.9% increase in average emission of our neighbouring boroughs in 2021. This is also lower than the 2.7% increase in London and 5% increase nationally. After Barnet with a 0.8% increase, Haringey has shown the second lowest rebound in London.

Haringey's emissions per capita in 2021 is 2.29 ktCO<sub>2</sub>. As shown in Figure 3 below, Haringey produces less CO<sub>2</sub> per capita than most of our neighbouring boroughs and significantly less than the London average of 3.22 tCO<sub>2</sub> per capita. Of our neighbours, only Hackney and Waltham Forest had lower per capita emissions in 2021.

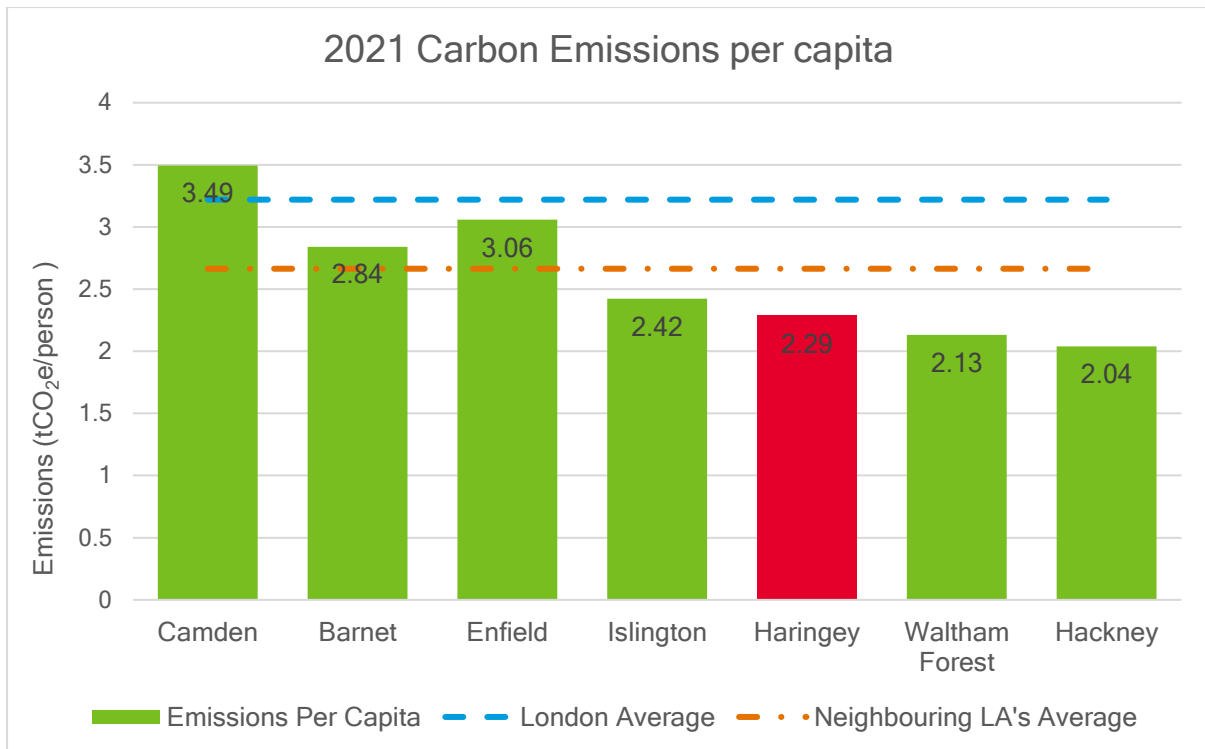


Figure 3: Graph showing the 2021 end-user CO<sub>2</sub> emissions per capita for Haringey compared to neighbouring boroughs and London (Sources: LEGGI data, 2020; GLA Population Projections).

### 7.3.3. Performance by sector

In 2021, Haringey’s 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. This proportional makeup of emissions is consistent with those from previous reports.

The emissions coming from gas and electricity usage represent 99.5% in the domestic and 98.6% in the industrial and commercial sectors. Overall, 77% of all emissions in 2021 come from non-transport gas and electricity usage. There is continued need to reduce energy consumption, move away from fossil fuels for heating and focus on renewable energy. This reduction can partly be achieved or influenced by the council, through ownership of council housing stock and commercial property assets that are let to private businesses. The remaining emissions will need to be reduced by retrofitting private properties and through behaviour change of its occupants.

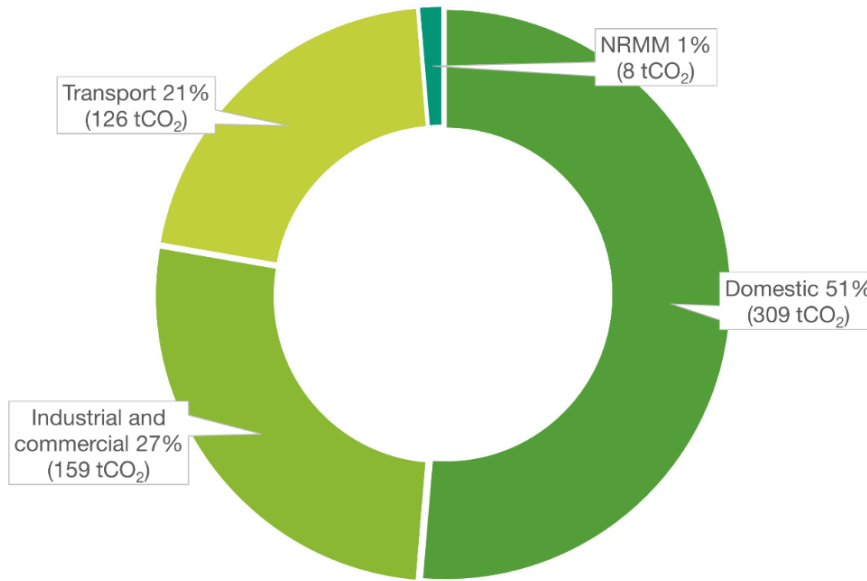


Figure 4: Pie chart showing the breakdown of Haringey's 2021 CO<sub>2</sub> emissions by sector. 51% of emissions came from the domestic sector, 27% from industry and commercial sector, 21% from the transport sector, and 1% from Non-Road Mobile Machinery (NRMM). (Source: LEGGI data, 2021).

A total of 87% 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 mass transport and electric vehicles where active travel remains impractical. The council has the ability to influence behaviour change through the council's highways assets to moving away from private vehicles to active and public transport methods through physical measures and governing policies. Other roads are managed by TfL, and both TfL and Network Rail manage the way the and the railway, overground and bus networks operate and what fuels these run on.

Emissions associated with non-road mobile machinery, largely used on construction sites or highways improvement works, can be influenced through the planning system through construction management plans and monitored by their maximum air pollution emissions.

#### **7.3.4. Factors influencing differences between boroughs**

Many factors influence the LEGGI emissions data, including housing stock quality, level of industrial activity, and access to public and active transport options. A strong correlation exists between economic wealth and carbon emissions; influencing people's ability to heat or cool buildings (domestic and non-domestic emissions), and the number, type of private vehicles and frequency of use (transport emissions). As Haringey becomes economically richer (through energy efficiency measures), it is important that people's spending power is not

reallocated to more carbon-intensive activities (such as buying a second car). Furthermore, 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.

### 7.4. Haringey’s consumption-based emissions

The total consumption-based emissions for Haringey are 2,078 ktCO<sub>2</sub>e and per capita is 7.80 tCO<sub>2</sub>e. A 32% reduction has been achieved in Haringey since 2001. Further detail on the dataset is included in the Glossary.

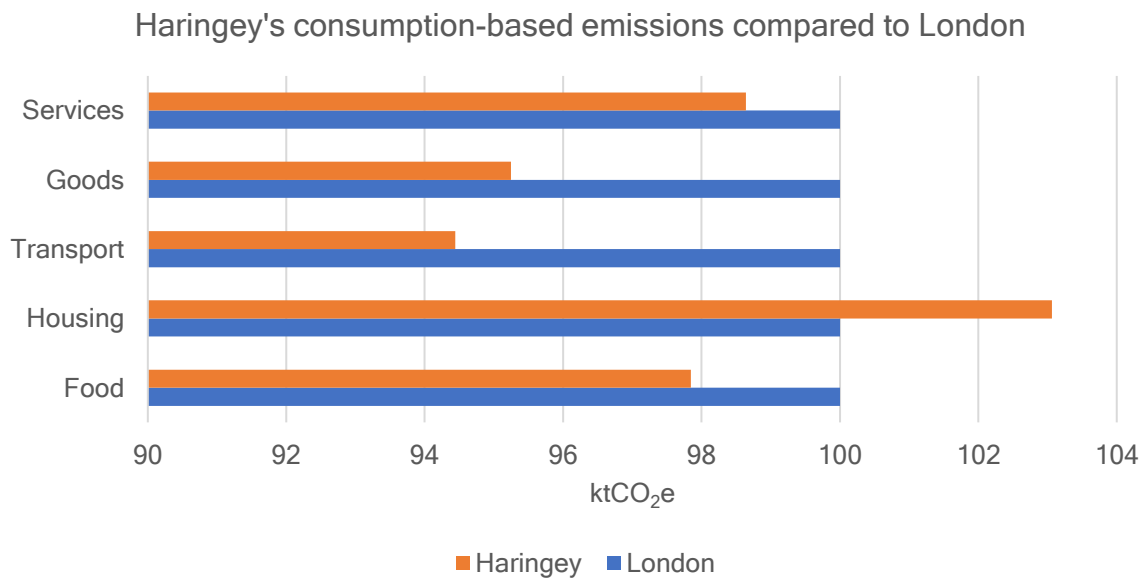


Figure 5: A chart comparing Haringey’s consumption-based emissions to London’s, by sector (services, goods, transport, housing, food) (Source: University of Leeds)



## 8. Council emissions

Haringey Council is the borough’s largest employer, with multiple buildings, a large fleet, and a range 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.

In this section, we delve into Haringey Council's efforts to reduce its carbon footprint.

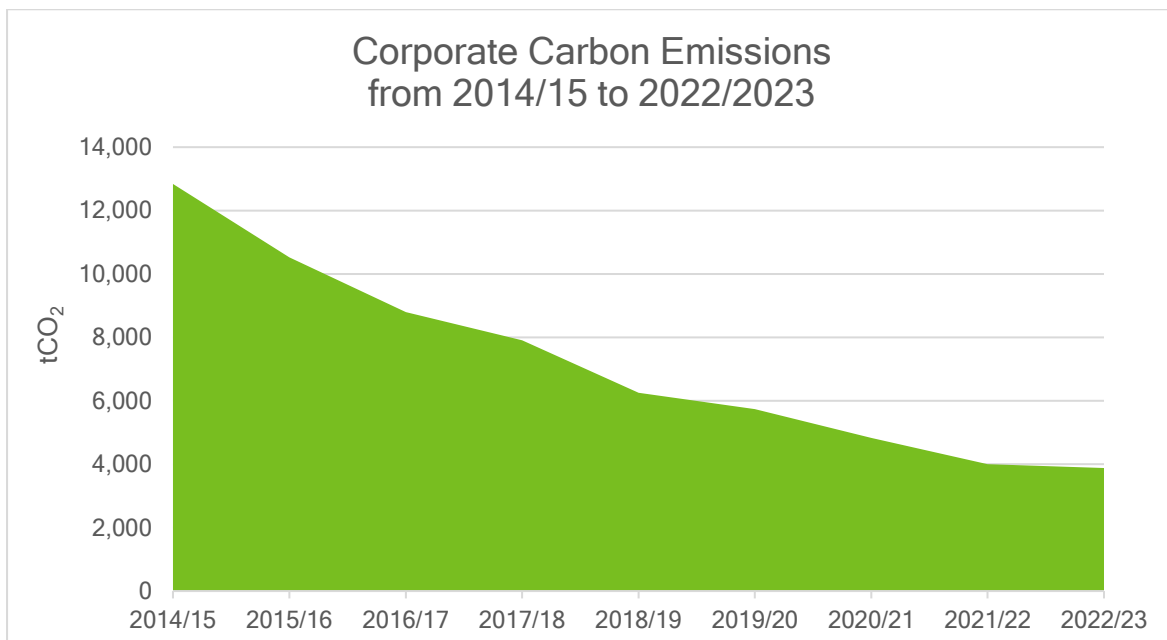


Figure 6: Corporate carbon emissions from 2014/15 to 2022/2023 (Source: Haringey Council)

### 8.1. Corporate emissions data

Haringey Council has continued to successfully decrease its total corporate footprint, seeing a reduction of 114 tCO<sub>2</sub> between 2021/22 and 2022/23<sup>3</sup>. This is a 3% reduction from the previous financial year. From a baseline level of 12,840 tCO<sub>2</sub> in 2014/15 there has been a 70% reduction in annual emissions, with total emissions for 2022/23 being 3,885 tCO<sub>2</sub>. The 70% reduction has come from reducing energy demand, reducing street lighting and fleet

<sup>3</sup> Council data is reported by financial year April to March, compared to borough emission data which is reported on by calendar year.

emissions in parks activities. A work-from-home policy is still in place whereby staff members are supported to work remotely for part of their working week.

### 8.1.1. Street lighting

The council continues to upgrade its streetlights to LEDs and in 2023, 593 further lighting, signs and bollard units were upgraded to more energy-efficient LEDs, including 60 in highways, 138 in housing, 120 in parks. The present status on the LED conversion is 99% complete in highways, 55% complete in housing and 10% complete in parks.

The energy consumption has decreased by 6.4% from 2021/22 to 2022/23, from 4,643,949 kWh to 4,347,937 kWh. This is equivalent to a 14.6% reduction in carbon emissions over this period. The carbon factor changes annually, depending on the national grid’s profile of generated energy and the location and carbon intensity of energy imported.

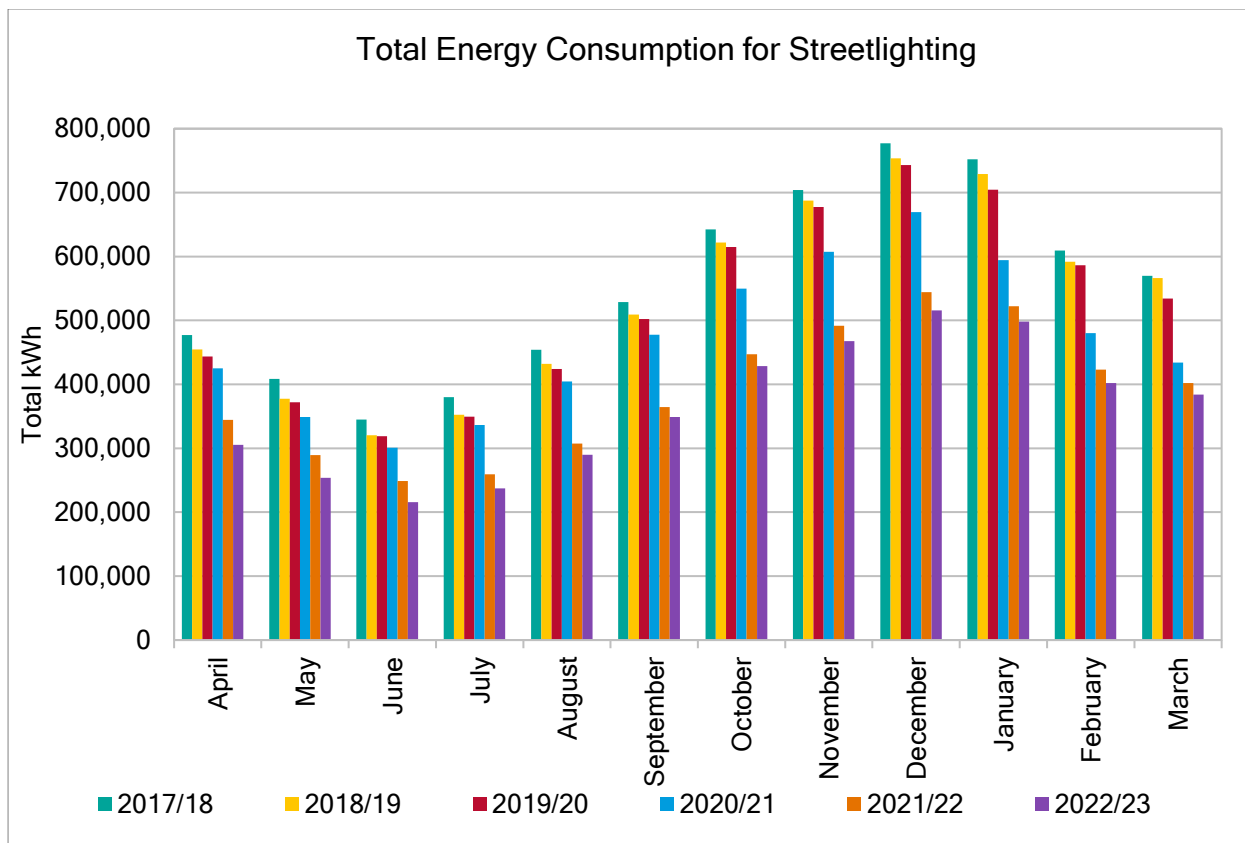


Figure 7: Reduction in streetlighting energy consumption from 2017/18 to 2022/23.

A central management system is now also in place, which allows for the control and dimming of street lighting remotely. It can reduce lighting energy consumption without negatively affecting personal safety, security, or the aesthetic purposes of street lighting. Further plans are to implement adaptive lighting.

### **8.1.2. Corporate energy contract**

Haringey is a member of '[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. Options being explored include extending beyond purchasing REGO (Renewable Energy Guarantees of Origin)-backed electricity through, for example, a Power Purchase Agreement (PPA). The council is now exploring the possible development of a PPA with our neighbouring authorities. This PPA aims to supply the council and any community buildings on the council's energy contracts, with renewable energy at a cost that can be controlled and managed locally.

### **8.1.3. 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 796 meters installed, around 62% of the council's portfolio has now been upgraded to AMR meters, including corporate buildings, housing, and schools. The automatic readings ensure accurate billing, will better enable the council to identify suitable energy efficiency improvements and will allow easier measurement and verification of any installed energy efficiency measures.

## **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 2022/23 these arrays generated over 333,188 kWh of electricity, which includes 3,047 kWh generated specifically for the council's core office building. This PV portfolio has saved a total of 69.5 tCO<sub>2</sub> of emissions, and has saved our schools, housing, and corporate properties over £76,000 on electricity bills.

The council is scheduling repairs on the PV systems that have been identified as not working fully to ensure these generate optimally. The procurement of a management and maintenance contract is also being prepared to ensure the PV systems are being managed to optimise energy generation.

The council is also currently collaborating with community energy groups that are looking at increasing the number of solar PV installations, particularly at schools, to reduce their energy bills.

### **8.3. Council vehicle fleet**

As of 2023, there are over 250 vehicles in the council fleet with 13 zero-emitting vehicles in total. This is spread across multiple service areas including Parks, Housing, and Highways

Services 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 fleet is with Veolia. Currently, the council is undertaking a fleet review that will deliver lower carbon vehicles across council services.

The Council also has e-bikes, 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.

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.

The Marsh Lane depot has capability for electrified vehicles to be charged in the future.

#### **8.3.1. 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. All the vehicles achieve a Euro Standard 6 emissions rating.

#### **8.3.2. Electrification of park fleet vehicles and equipment**

A small electric utility vehicle was also purchased in 2023 to transport equipment within the borough. The Addax utility vehicle is now successfully in use.

Following the demonstrations from companies in 2022 to replace petrol-driven horticultural equipment, the council has successfully purchased 48 battery-powered handheld devices. This includes 16 pedestrian mowers, 7 hedge trimmers, 13 brush cutters and 12 hand blowers. The aim is for these to be charged directly by solar panel systems.

### **8.4. Highways resurfacing emissions**

The council is the highways authority responsible for managing and maintaining the highway assets that fall within its 355 km highway network. This requires the council to ensure that those assets are safe, fit for purpose and able to fulfil their function in an efficient and sustainable manner. The Highways and Street Lighting Investment Plan 2023/24 was approved in April 2023. This report proposed the investment of £4.7 million into road resurfacing, which includes using warm mix asphalt, recycled asphalt product and diverting waste from landfill. This should result in reducing CO<sub>2</sub> emissions by 12%, with savings of 76.79 tCO<sub>2</sub>. The contract in 2023 generated 15,083 tonnes of waste, out of which 13,091

tonnes of Bituminous waste is returned to be recycled into recycled asphalt product content, contributing to a circular economy.

## **8.5. Climate Audit findings**

Between September and December 2022, the HCCAP was subject to an internal audit (contracted to an external auditing company, Mazars). They looked at Governance and Accountability, Resource Allocation, Progress Monitoring, and Reporting Post Implementation. There was also a review alongside other authorities undertaking climate change work that Mazars had worked with.

Overall, the HCCAP and its management was rated as “amber.” There were positives on the council’s working, including that the workstreams and projects were evidence based and would be able to deliver meaningful carbon reduction. There was clear political and organisational mandate and justification to deliver this core priority. However, there were six areas for further improvement, including HCCAP monitoring, ownership of actions, action target dates, capacity to deliver actions, oversight of the HCCAP and funding for the HCCAP. Work is ongoing to respond to the audit and address these findings.

## **8.6. Corporate Peer Challenge findings**

### **8.6.1. Corporate Peer Challenge**

Haringey Council hosted a Peer Challenge team from the Local Government Association (LGA) in May 2023. The LGA Corporate Peer Challenge report commends Haringey Council's notable dedication to addressing the climate change agenda. The peer team recognises the council's commitment to sustainability in services, emphasising the need for aligning climate change goals with financial planning. The report specifically highlights the significance of the Decentralised Energy Network project, urging careful governance and financial considerations. Integration of climate change objectives into the financial planning process is recommended to allocate resources effectively and ensure the council's ambitious objectives are met.

### **8.6.2. Planning Service Peer Challenge**

The council also hosted an external Planning Service Peer Challenge in October that was facilitated by the LGA Planning Advisory Service (PAS). It scrutinised the Local Planning Authority functions encompassing planning policy, applications, and enforcement. The peer team was presented with high-level information regarding the HCCAP, the Annual Carbon Report, the Community Carbon Fund, Carbon Literacy Training and other strategies and

initiatives. While a dedicated session on Climate, Sustainability and Transport was held, the peer team did not make any recommendations on climate in relation to planning.

## **8.7. Governance of climate change**

### **8.7.1. Carbon in all decision making**

In March 2023, an amendment to the council's constitution was adopted to require carbon and climate change impacts to be considered and impacts reduced as part of the decision-making process. All Full Council or Cabinet decision reports must now include a dedicated section on carbon emissions. Report writers follow a guidance document outlining areas for reducing emissions and adapting to climate change.

Additionally, a dedicated online tool has been developed with One Planet. This offers an intuitive process to embed climate mitigation and adaptation into projects, setting out comparable questions, best practice guides, and access to previous statements for enhanced support in addressing carbon concerns.

### **8.7.2. Climate Action Unit**

Haringey has set up the Climate Action Unit (CAU), to provide leadership, direction, and impetus for climate action across the borough. This will be governed through two groups:

- The Project Assurance Group – a small group of Directors and Cabinet Members providing overarching governance on climate-related activity in the council;
- The Haringey Climate partnership – an inclusive public group, with sub-groups allowing for co-production and delivery of key climate-related projects.

Serving as a central platform, it brings together the council, residents, businesses, and partners to explore practical climate action. Aligned with the Haringey Deal, the CAU will lead community outreach and co-produce a review of the borough's Climate Change Action Plan. The Haringey Climate partnership is in development to launch early in 2024.

## **8.8. Digital emissions**

Digital emissions are often a hidden aspect of a person or business footprint. Whilst the council's digital emissions are largely not included in the scope of the council's emissions that we report on, it is still an important factor. As a council, we have influence over our digital footprint at the corporate level and as staff members through:

- The procurement of web platforms by assessing their energy use and whether they generate renewable energy, including decisions over third party platforms;

- The design of our web content by reducing the weight per page through carefully selected images, videos, and other design decisions;
- Filing systems, reducing the number of files stored and number of duplicates;
- Emails by sending less emails, sharing links to larger attachments, and removing deleted emails.

The web team have reduced the overall carbon footprint of our website by streamlining content, introducing 'lighter' pages that aim to efficiently provide information relating to essential services.

## **8.9. 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 fund's assets.

Haringey Pension Fund manages approximately £1.69 billion in assets, as of 30 September 2023. 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 £865 million (approximately half) of the pension fund is invested across the low-carbon equity tracker funds. These funds are designed to invest in companies with relatively lower carbon footprint when compared to the main equity index funds. A further 5% of the fund has been committed to investments in renewable energy infrastructure, of which about 25% has already been invested in projects such as solar farms, wind farms and battery storage.

It's worth noting that there currently is no clear consensus on carbon accounting/reporting; the [Government consulted on this in 2022](#), and no legislation has been approved yet to determine how climate reporting should be conducted.

## **8.10. Staff and teacher parking**

In 2023, Haringey issued 313 teacher parking permits and 178 essential service staff parking permits. Additionally, 387 'scratch card' parking vouchers were issued to staff in 2023, which is a 29% decrease from 2022 levels. These are single-use daily parking permits which are

valid for one entire day. The reduction in the issuance of 'scratch card' parking vouchers in 2023 reflects a positive climate impact by encouraging alternative transportation thereby reducing carbon emissions associated with single-occupancy vehicle use.

### **8.11. Waste**

Haringey Council is part of the North London Waste Authority (NLWA) alongside six other north London councils. 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<sup>4</sup>.

The household waste updates for 2022/23 according to the [NLWA Annual Report](#) are:

- Recycling; almost 17,550 tonnes of mixed dry recycling was collected, of which 14,060 tonnes was separated for recycling. The recycling rate in Haringey has gone down, it was 27.4% in 2022/23, compared to 30.4% in 2021/22. The overall contamination rate was 17%, compared with the lower rate of 15.2% in 2021/22.
- Food and garden waste; 5,970 tonnes of waste were composted.
- Residual; The waste per household increased by 1.4% from 518.6 kg in 2021/22 to 526 kg per household in 2022/23. 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.

Haringey is working on [Destination 50%](#), an ambition to achieve 50% recycling rates and be London's number one borough for recycling. A series of engagement events was held to 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 are being used to develop a new waste strategy in 2024. 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 2027.

Haringey published its [Reduction and Recycling Plan](#) (RRPs) setting out key actions for cutting waste and boosting recycling for the period 2023-2025. The RRP's are used to drive and promote local activity that will also play an important role helping to achieve the Mayor's

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<sup>4</sup> Full details for the destinations of recycled items can be found on the [NLWA website](#).



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 a 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 contamination through effective policies and procedures, and establish a workable contamination policy which balances engagement and enforcement;
- Encourage more food waste recycling from all properties;
- Improve the management of waste from HMOs;
- Embed circular economy principles into council and partners'/suppliers' operations.

### **8.12. Staff engagement on climate change**

The council launched its rollout of a Carbon Literacy training programme for staff members and councillors, after a successful trial in 2022. Providing staff members and councillors with the scientific knowledge, understanding of local impacts and tools. This has proven to be an important factor in empowering services to work together to take action and implement the HCCAP.

Cabinet Members took part in a half-day Climate Action Training session, which will be followed by training for ward members in 2024.

Two types of training sessions have been developed for staff members: the abridged half-day sessions, and full-day sessions, accredited by the Carbon Literacy Project. Participants who undertake the latter are certified as Carbon Literate upon completing the training and a commitment to deliver a carbon reduction pledge within their workplan.

In 2023, the council has delivered three half-day and two accredited full-day training sessions to wider council officers. In total, 102 officers have been trained, with further training to be rolled out in 2024. In addition, seven members of staff are certified as Carbon Literacy facilitators to deliver training in house.



*Figure 8: Haringey Council staff members participating in Climate Literacy training session in November 2023.*

Pledges should be relevant to the participant's role in the organisation. Staff who submitted pledges will be brought together in 2024 to reflect on their progress. Some examples of pledges have been included below:

- Challenging colleagues to provide more evidence of carbon reduction and cost savings in conversations or reports;
- Start a community growing patch;
- Initiate food recycling in Haringey's offices;
- Reducing petrol consumption through promoting development of an app to enable more efficient routing of vehicles across the Council's activities;
- Requiring operators and building contractors to submit sustainable operating and construction models;
- Identification of carbon neutral fleet options for integrated waste management activities;
- Delivering climate training to their team.

## 9. Housing emissions

In 2021, the borough’s homes emitted 309 ktCO<sub>2</sub> making up 51% of the total carbon emissions, through electricity demand and heating requirements. This is the biggest sector we need to target if we are to deliver our borough target. According to the LEGGI data, domestic emissions in Haringey decreased by 3% from 318 to 309 ktCO<sub>2</sub> between 2020 and 2021, with a total 15.6% reduction between 2015 and 2021.

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. As new homes are built, it is key we adopt best practice, high standards and minimise emissions.

### 9.1. Performance of existing housing stock

The Standard Assessment Procedure (SAP) models the annual energy use of a building, with ratings from 1 to 100+, where 100 represents zero energy costs. Haringey’s housing stock has a mean average SAP rating of 63.02.

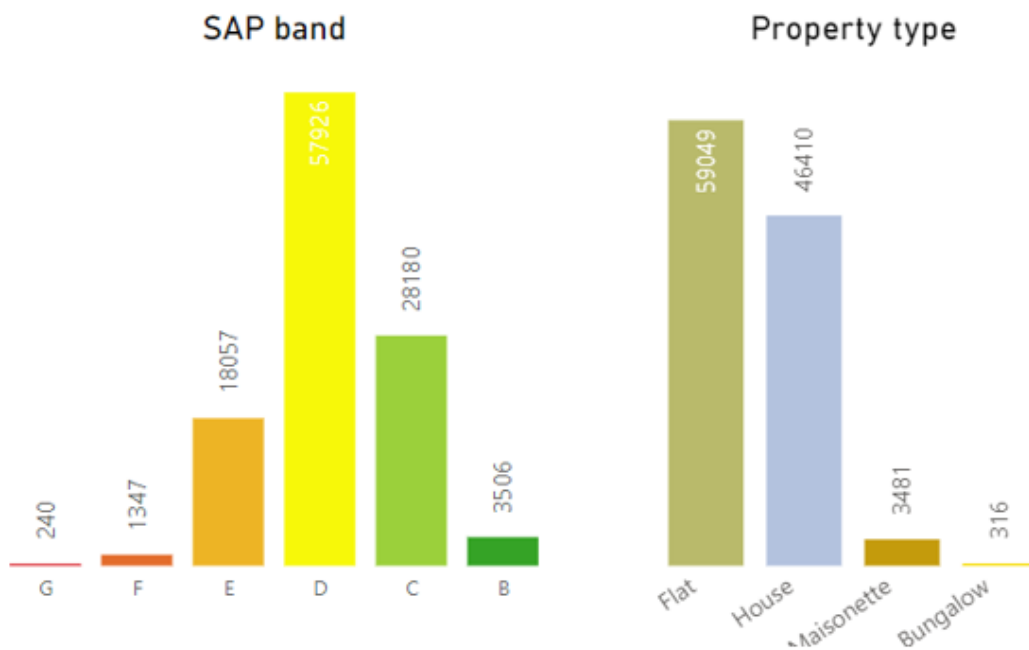


Figure 9: Haringey properties by SAP band. 3.2% of properties are in band B, 25.8% in band C, 53% in band D, 16.5% in band E, 1.2% in band F, and 0.2% in band G. SAP scores are allocated into the following bandings: Band G score 0-20; Band F score 21-38; Band E score 39-54; Band D score 55-68; Band C score 69-80, Band B score 81-91 and Band A with scores above 92.

SAP bandings are set out in the caption of Figure 9 above, the lower the SAP score, the higher the energy costs for the property. 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 stock. Within Haringey's housing stock, flats are the most common property type in the borough, followed by terraced houses.

### **9.1.1. Council housing stock**

The council's housing properties have a mean average SAP score of 70.13, which is above the 63.02 SAP average for all Haringey properties. Approximately 58.8% of Haringey's council housing is in SAP band C, with 4.1% of council properties in bands A or B and 0.1% 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.

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. Following this, a 24 months' consultancy contract for the first tranche of retrofitting council housing stock was awarded in November 2023. This contract covered the 'fabric first' retrofit and 289 street properties would be a part of the first project. More details about HEAP are available below in section 9.3.

## **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 36 residential planning applications (minor and major applications, excluding householders) submitted in 2023 with an energy strategy that included a specified percentage in carbon reduction. These showed an average predicted improvement of 72% in site-wide carbon emissions, which is beyond the 35% on-site minimum that the London Plan requires. The 2023 reports use the new Part L 2021 baseline which models a more energy efficient notional building. So, the percentage savings achieved on site with the 2023 applications is 11% higher than 2022, which represents more savings on more efficient buildings.

### **9.2.2. New build council housing delivery programme**

Haringey Council has committed to building 3,000 new council homes by 2031. Work has already been completed, or is underway, on over 2,000 new council homes on 41 sites across

the borough. The housing delivery team has been focused on the delivery of the recent planning permissions granted. As a result of this, no new planning applications were submitted in 2023. Watts Close (section 9.2.3) is the first completed zero-carbon scheme. Other zero-carbon housing schemes, and Passivhaus dwellings at Ashley Road Depot and Cranwood, are now being delivered through the programme. Schemes that are in the pipeline to be submitted as planning applications will need to adhere to the Employer Requirements adopted in 2022, which require schemes to be zero carbon on site and aim to deliver the Passivhaus standard for all new homes where feasible.



*Figure 10: Aerial view of development with 16 new apartments accessed of Watts Close and two new houses accessed off Lomond Close. Photograph of the Watts Close signage.*

#### **9.2.2.1. Watts Close – First completed zero carbon housing scheme**

The 18 new council homes built at Watts Close are part of Haringey Council's ambitious housing delivery programme, which is Haringey's first net zero carbon housing development to complete. This means there is a 100% reduction in regulated carbon emissions from the notional building. The on-site electricity generation will help offset the low energy demand of the new homes.

To achieve these carbon reductions, Watts Close has maximised the on-site carbon reduction in line with the Greater London Authority's Energy Hierarchy. The design of Watts Close has adopted 'fabric first' or passive principles to reduce energy demand. These passive design features include dual or multiple aspects to all homes to increase passive ventilation, efficient building form, considered orientation, balanced the size of windows to consider daylight and solar gains, and built to high levels of insulation and airtightness. The living roofs will help buffer temperatures within the top floor flats, reduce the urban heat island effect, and increase

local biodiversity. Mechanical ventilation with heat recovery (MVHR) will provide fresh and filtered air to improve indoor air quality, and any heat will be recovered before it is taken outside. The air source heat pumps take the heat from the air to boost it to higher temperatures, also using the recovered heat from the MVHR. The solar photovoltaic array of 56.1 kWp will provide an estimated 45,500 kWh/year to the flats and houses, saving around 10 tCO<sub>2</sub>/year.

#### **9.2.2.2. Brunel Walk Development**

The 45 new zero carbon homes at Brunel Walk are also currently underway as part of Haringey Council's housing delivery programme. Brunel Walk has maximised carbon dioxide emissions on site with a fabric-first approach, low-carbon heating, and a solar photovoltaic system to generate a peak output of 82.5 kWp.



*Figure 11: Computer-generated image of the new development at Brunel Walk with 39 apartments and six maisonettes.*

### **9.3. Retrofitting: Housing Energy Action Plan (HEAP)**

The Housing Energy Action Plan was approved by the Cabinet in January 2023. Following Cabinet's approval of the Action Plan the following actions are underway:

- Improvement of the council's portfolio energy database with recent stock condition data and updated gas boiler records;
- Training of two in-house retrofit co-ordinators, one retrofit assessor and one retrofit advisor through the retrofit academy;

- Procurement of a Retrofit Co-ordinator and Retrofit Designer for 289 street properties included in the first phase of retrofits, with installations expected to commence in Autumn 2024;
- Design of resident engagement materials for retrofit installations;
- Programming of retrofits alongside planned work schedules;
- Submission of a bid to Social Housing Decarbonisation Fund (SHDF) Wave 2.2.

The comprehensive and holistic plan and subsequent work has put the council in a good place to roll out the retrofit programme at scale.

### **9.3.1. 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 could qualify for a package of energy efficiency measures amounting up to £10,000 with no contribution required. For low-income renters, the property owner could apply for up to £5,000 and must contribute at least a third of the total cost of upgrading the property. This means property owners could get up to £7,500 worth of measures installed for a maximum contribution of £2,500.

We received 363 applications, of which 133 were eligible, and 73 properties were upgraded through the programme. In total, 100 measures have been delivered in Haringey by the Warmer Homes Scheme since 2021. The measures include boiler replacement, double glazing, loft insulation, solar PV, underfloor insulation, etc. These measures were delivered through £400,570.69 in LAD funding, £10,750.00 in Home Upgrade Grant (HUG) funding, and £151,667.32 in core funding at a total cost of £562,988.01. Of these measures, 61 were delivered under LAD, 1 under HUG, and 38 through GLA core funding.

### **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. The software tests over 2,000 options against the detail of each home to recommend the best package of measures to meet cost and carbon goals. If users would then like to carry out the works, Ecofurb can help plan the project and link homeowners to trusted installers. Haringey and Ecofurb are working with Innovate UK Fast Followers funding locally, and Ecofurb with the Government's Green Home Finance Accelerator nationally to develop

different approaches to building the supply chain and linking homeowners to finance options. Within Haringey the number of Haringey residents who currently have an Ecofurb plan has increased to 31 from 24.

## **9.4. Haringey Affordable Energy Strategy**

Haringey's [Affordable Energy Strategy 2020-2025](#) 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. This section outlines the different fuel poverty work that is ongoing.

### **9.4.1. Seasonal Health Intervention Network (SHINE) London**

Haringey's partner Seasonal Health Intervention Network ([SHINE London](#))<sup>5</sup> 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%. 366 residents were supported, and 103 energy doctor home visits were undertaken with 36 debt cases. 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.

### **9.4.2. Public Voice**

[Public Voice](#)<sup>6</sup> works to build energy resilience among Haringey residents. They support people by understanding energy bills, referring to the Priority Services Register and Warm Home Discount, finding energy grants for home improvements and providing fuel debt advice and support, especially for dealing with cold and damp homes.

In April to December 2023, Public Voice was commissioned by Smart Energy GB and National Energy Action to engage Haringey residents on the topic of the national rollout of smart meters. Targeting those experiencing or at high risk of fuel poverty, the project informed people and raised awareness about smart meters and the benefits for managing bills; as well as informing people of their rights, as well as addressing myths and potential scams.

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<sup>5</sup> Shine can be contacted by telephone (0300 555 0195), email ([contact@shine-london.org.uk](mailto:contact@shine-london.org.uk)), or online: [shine-london.org.uk](https://shine-london.org.uk).

<sup>6</sup> Public Voice can be contacted by telephone (020 3196 1900), email ([info@publicvoice.london](mailto:info@publicvoice.london)) or online: <https://publicvoice.london/contact-us/>.



Public Voice reached over 2,500 residents, supporting nearly 200 clients with information, signposting or access to useful resources. This was done through drop-ins at foodbanks, attending community activities, and partnerships across Haringey's voluntary and community sector.

### **9.5. Housing Asset Management Strategy (2023-2028)**

Haringey adopted the Housing Asset Management Strategy in 2021. The [Housing Asset Management Strategy 2023-2028](#) a strategic framework within which Haringey will manage, maintain and invest in the Council's housing assets. This updated strategy sets out progress since then and reflects the changed context in which we will be delivering the strategy. This includes the challenging national and local targets relating to energy efficiency and carbon reduction amongst the other significant changes. The overall aim is to deliver capital investment, planned/cyclical maintenance, repairs to empty properties and responsive repairs programmes in a structured and sustainable way. The strategy contains a series of tasks, outputs and outcomes all linked to improvements in performance, delivering value for money and improving customer satisfaction.

In addition, following the Council's referral to the Social Housing Regulator earlier in 2023, a new Housing Improvement Plan has been put in place, and the updated Housing Asset Management Strategy needs to reflect the commitments set out in the Plan for the service.

The key drivers for the updated strategy are:

- ensuring the Council is compliant with the regulatory requirement to bring all council homes to the Decent Homes Standard by the end of 2028;
- delivering energy efficiency and decarbonisation measures to support of the Council's ambition for a net zero borough by 2041, with a target of 2035 to increase the average energy performance certificate (EPC) rating of the stock from a Band C to a Band B;
- meeting all Building Safety and Compliance regulatory requirements to ensure the safety of residents living in council homes.

The strategy also sets out how we plan to improve the energy performance of Haringey's housing stock in alignment to and support of the HCCAP and HEAP.

## **10. Workplace emissions**

While Haringey does not have notable heavy industry in the borough, industrial and commercial activities are nevertheless responsible for 26% of the borough's carbon emissions totalling to 159 ktCO<sub>2</sub>, according to the 2021 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 20.5% between 2015 and 2021 but have increased by 7.4% from 148 to 159 ktCO<sub>2</sub> between 2021 and 2020.

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 (PSDS) is a collaboration between the Government and Salix Finance, providing grants to the public sector to fund heat decarbonisation and energy efficiency measures. Haringey Council secured £2.45 million in grants and completed refurbishment works on eight schools in the borough: Bruce Grove, Campsbourne, Chestnuts, Highgate & Blanche Neville, Lordship Lane, Seven Sisters, Stroud Green, West Green. These works have improved the insulation of these Victorian buildings, reducing their emissions and energy costs of each site.

Officers have worked with the Mayor of London's Retrofit Accelerator team to identify options to reduce carbon emissions within the schools' estate. The analysis provides two options: an estimated capital investment of circa £26-£32 million which would provide an estimated saving of 4,000 tCO<sub>2</sub> per annum, or a more modest investment of £7.4 to £8.8 million to produce a saving of 800 tCO<sub>2</sub> per annum. This work will inform a proposed bid to a next potential round of PSDS, with higher carbon-saving projects prioritised.

School condition projects will also consider how investment can contribute to achieving net zero. For example, by ensuring that insulation under new roof coverings improves the thermal efficiency. Given the funding pressures faced by local government, decisions on prioritising spend make achieving the changes needed challenging, but external funding will be sought where possible to supplement council borrowing and central government grants.

## 10.2. Council commercial property assets

An exercise is underway to ensure that the Council has captured the EPC ratings of all property assets in the investment portfolio to be compliant with the minimum energy efficiency (MEES) regulations. By 1<sup>st</sup> April 2027, all commercial-leased assets must have an EPC rating of C and above. The Strategic Asset Management team have now completed this exercise in obtaining the EPC ratings of all 622 property assets in the commercial portfolio. Recommendations to upgrade these properties have been ranked by impact on carbon reduction and will need to be costed before improvement works can be planned. This work will also help to estimate the carbon savings that can be achieved through these improvement works.

The figure below provides a breakdown of the 622 property assets in each EPC band. There are 349 property assets that are rated D and below, and 116 property assets have been identified without having an EPC. These properties will need to be surveyed to be compliant with MEES regulations.

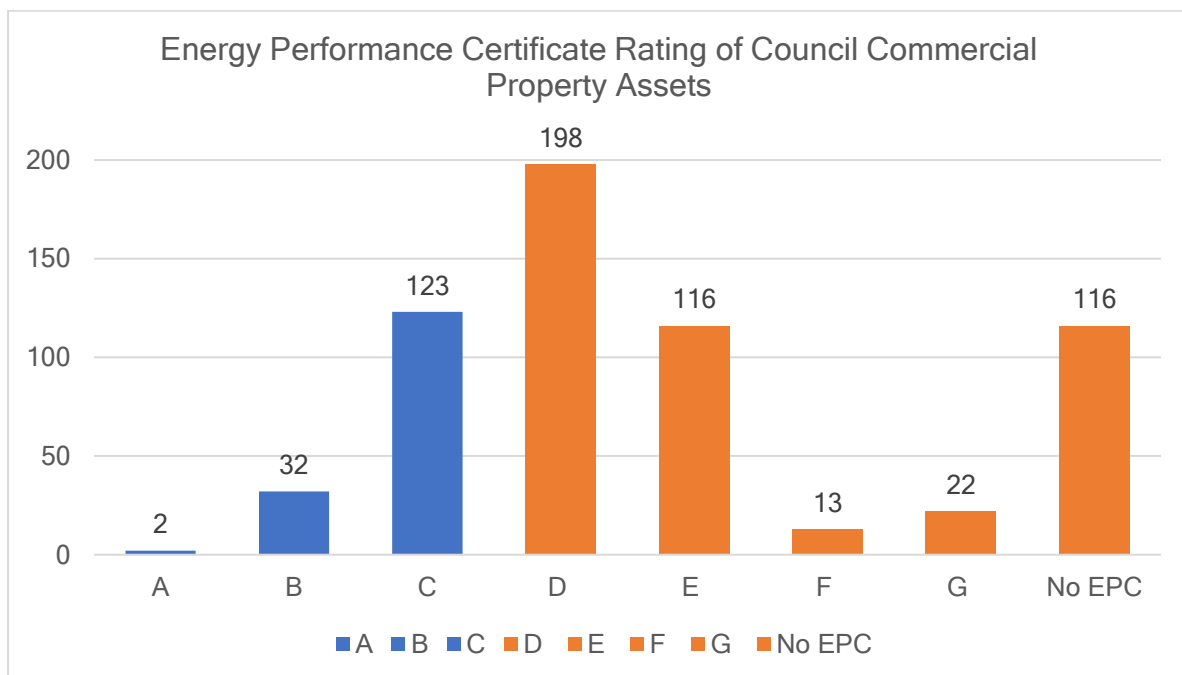


Figure 12: Chart showing the number of council commercial property assets by their Energy Performance Certificate rating, including those without an EPC.

## 10.3. Business emissions

### 10.3.1. Innovate UK Funding

Haringey is one of 21 local authorities to have successfully bid for a share of a £6m Fast Followers pot to tackle the non-technical barriers to reaching net zero. In Haringey, the funds

will be used to target the skills gap in the domestic retrofit sector helping to increase the capacity and capability of local Small to Medium Sized Enterprises (SME)s to install measures such as external wall and loft insulation, energy efficient doors and windows, heat pumps and solar panels. Haringey has partnered on the programme with RetrofitWorks Co-op and Parity Projects who will engage and evidence the barriers and opportunities to develop local demand of London-based suppliers, supporting and delivering retrofit over the next two years.

### **10.3.2. Place Support Partnership**

The council has procured the Place Support Partnership to build on work they did with the council at the start of the cost-of-living crisis. They have produced a Call to Action leaflet, an essential guide to reducing business costs, and a Starting Your Sustainability Journey leaflet to set out the support they will be offering, i.e. Business Energy Audits, Net Zero Training, Carbon Reduction Programme and Carbon and Cost Reduction Surgeries. More information is available on the [Sustain Haringey website](#). The programme will run from January 2024 to March 2025.

### **10.3.3. Tottenham Creative Spaces: Green Grants**

[Tottenham Creative Spaces: Green Grants](#) (TCSGG) is a grant opportunity funded by the Mayor of London's Creative Enterprise Zone Sustainability Capital Grant fund and is part of the Made by Tottenham programme. The funding pot of £100,000 will be administered by Haringey Council. Any creative space operator in the area (artist studios, recording studios, creative workspace, arts, and culture venue, etc.) can apply for a grant from £2,000-£20,000 by 26 January 2024 to increase the environmental sustainability of its space.

## **10.4. Planning applications**

London Plan Policy SI2 and Policy SP4 of the Local Plan Strategic Policies require all new development to be zero carbon (i.e., a 100% improvement beyond Part L). There were 15 planning applications with an energy strategy for (part of) a non-residential use, proposing education, leisure, office, industrial, hotel or retail uses. A total 52% saving in on-site carbon emissions was reported (this includes two applications using a Part L 2013 baseline). This is lower than the 68% saving that was reported in 2022. This is in part because the notional baseline for non-residential buildings includes higher specifications, and because the list includes several uses that have high hot water demand (e.g. hotel, warehouse living and student accommodation) which are modelled as non-residential.

## 11. Transport emissions

Transport is the third largest source of emissions in Haringey with a total of 126 ktCO<sub>2</sub> in emissions, representing 21% of the borough's emissions in 2021 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, the target is 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 21.7% between 2015 and 2021 with most of the reduction happening in the year 2020 (a 20.5% reduction). However, there was 4.4% increase in emission from 121 to 126 ktCO<sub>2</sub> between the year 2020 and 2021 due to the rebound effect post-pandemic. This means further rebound is likely to be seen in the coming years and effective action is needed for achieving the carbon reduction to be in line with the HCCAP. In 2023, the council delivered a range of projects designed to make Haringey's streets greener, cleaner, and safer.

### 11.1.1. Impact of COVID-19 on emissions

There was 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 a major reduction in transport-based emissions, driven by the reduction in vehicle use, public transport journeys, and shift to mostly local journeys.

The number of public transport journeys dipped initially in January 2021 due to another lockdown, and then has been rising since then. The number of journeys has not yet recovered from pre-pandemic levels. During 2021, many people were still working from home and others preferred to take private vehicles instead of public transport to make their journey.

[The Department for Transport \(DfT\)](#) reported a reduction from 346.9 to 282 million vehicle miles in Haringey from 2019 to 2020. For 2021, an increase of 33.8 million vehicle miles was reported, and similarly for 2022, an increase of 1.8 million vehicle miles of traffic has been noted. These are still below the 346.9 vehicle miles traffic pre-pandemic, but we can expect to see a further increase in transport-based emissions for 2022.

TfL Journeys from 2018 to 2023

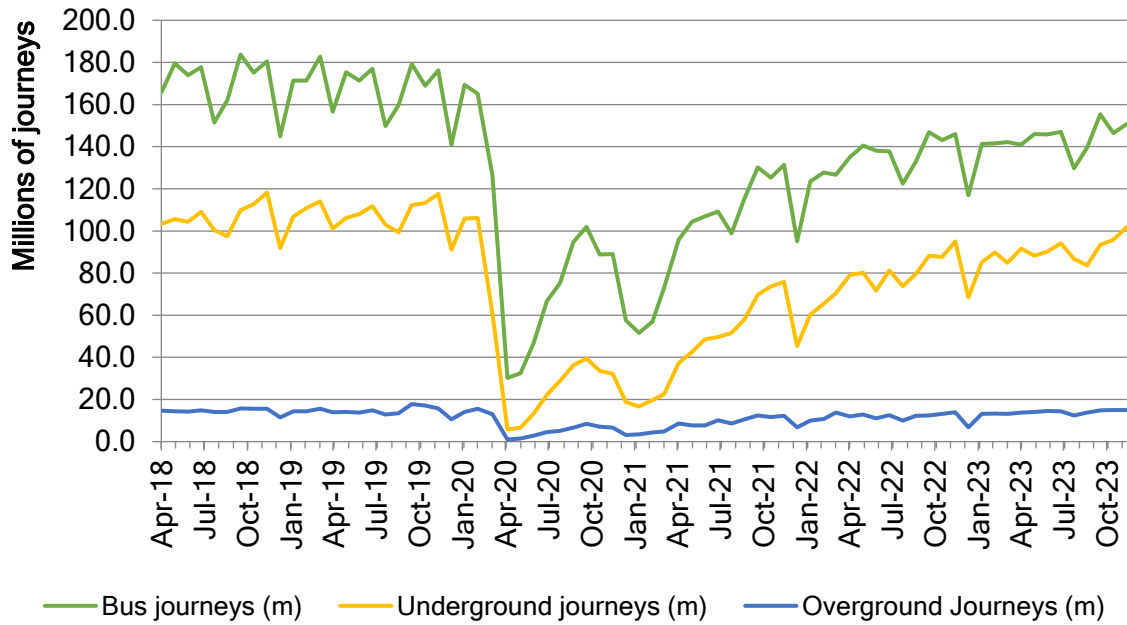


Figure 13: Number of journeys recorded by Transport for London (TfL) on the bus, underground and overground from April 2018 to August 2023 (Source: TfL).

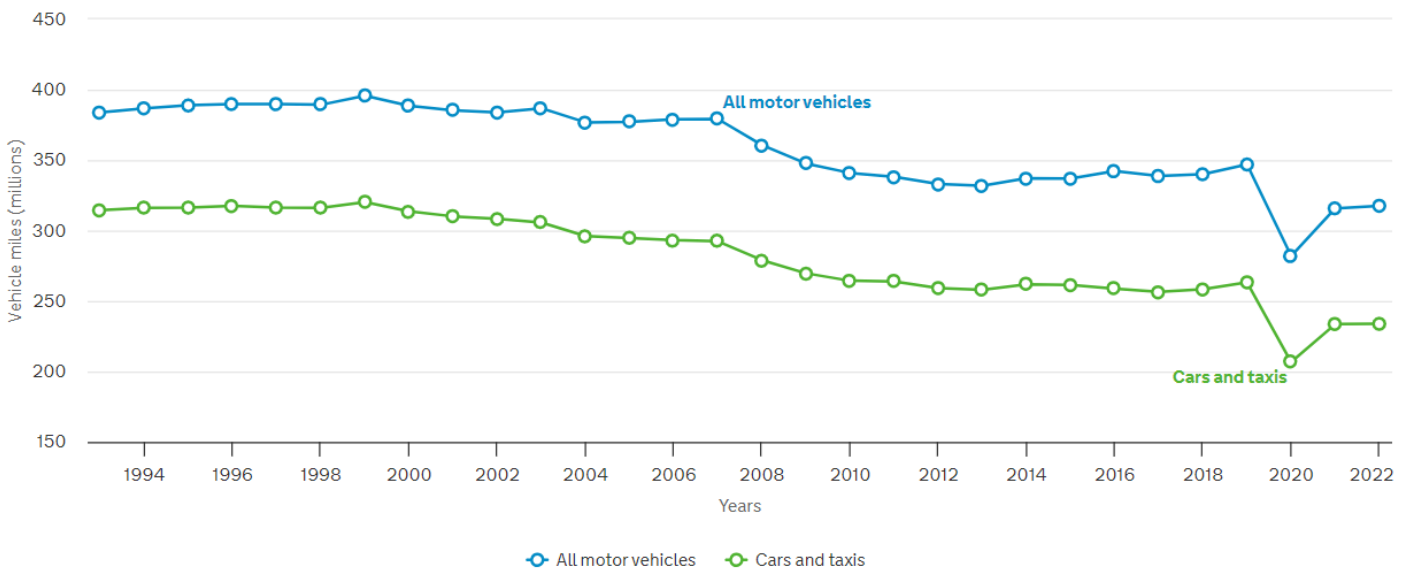


Figure 14: Traffic in Haringey from 1993 to 2022 by vehicle type in vehicle miles (millions) (Source: Department of Transport 2022)

## 11.2. Walking and Cycling Action Plan

Haringey's [Walking and Cycling Action Plan](#) (WCAP) 2022-2032 aims to help Haringey become a green walking and cycling borough. It was approved by Cabinet in March 2022, in line with our wider transport strategy and commitment to active travel.

The WCAP offers a 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. 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.

### 11.2.1. School Streets

In November 2023, councillors gave the green light to retain the [Streets for People initiative](#) after a successful trial had transformed the start and end of the school day. Evidence presented to Cabinet showed a 75% reduction in traffic during the trial, as well as lower traffic speeds and a 164% increase in cycling within the School Streets.



*Figure 15: Photograph of a School Street Project at Trinity Primary Academy School Street along Trinity Road, in Bounds Green.*

School Streets encourage more children to travel to and from school on foot, bike, or scooter in a safe, fun, and active way, cutting air pollution and creating a more pleasant environment at the school gates. We have successfully implemented a total of 24 School Street Projects<sup>7</sup> operating at 28 education establishments.

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<sup>7</sup> School Street Projects may include multiple schools within a project.

### 11.2.2. Low Traffic Neighbourhoods (LTNs)

In December 2021, Cabinet approved an 18-month trial of low traffic neighbourhoods (LTNs) for Bruce Grove West Green, St Ann's and Bounds Green, and a range of complementary measures including new pedestrian crossings, cycle hangars and six trial School Streets.

The LTNs were introduced on a trial basis, using Experimental Traffic Orders (ETOs), the very purpose of which is to allow all stakeholders to see the scheme in operation allowing time to reflect on whether the scheme was working and delivering what it was expected to be before taking a decision on whether to make the changes permanent.

A comprehensive monitoring plan was also put in place to assess the effects of the LTNs. Whilst the trials have not yet reached their conclusion the ongoing monitoring of the LTNs has identified that changes may be necessary. On 11 July 2023 [Cabinet agreed](#) the following physical changes to the two LTNs:

- Bruce Grove West Green LTN, including removing and moving traffic filters, allowing motor vehicle access on certain roads, and introducing a 7.5 tonne weight limit on Downhills Way and Belmont Road.
- St Ann's LTN, to move the traffic filter and removing three parking bays.

The outputs the council is monitoring for each scheme are set out in detail within the [monitoring strategies](#). Some post-implementation data was also published in the [appendices of the July 2023 Cabinet papers](#).

### 11.2.3. E-bike trials

Following public engagement in early 2023, Haringey's [Cabinet approved](#) the implementation of a two-year dockless e-bike hire trial for the borough in September. The trial has since launched with Lime and Human Forest, to make it easier for people to switch to environmentally friendly transport, cutting congestion and improving public health. As part of the Haringey trial, virtual docking stations have been marked out, giving users a convenient and safe place to park the bikes. As part of the agreement, concessions will be offered to key workers, community groups and people on low income.

E-bikes compared to conventional bicycles can break down the barriers that stop some people from cycling, such as fitness and limited confidence, meaning more people will take up the option of travelling by two wheels. They also provide an affordable and convenient way for residents to replace car journeys with a sustainable travel option.



### 11.2.4. Walking

Haringey Walks has been set up which is a dedicated hub delivering hundreds of guided walks with a special focus on facilitating more active lifestyles for groups vulnerable to isolation and inactivity, including elderly and people with physical and mental health condition. These walks improve the public health and contribute to sustainable transportation goals by reducing emissions and congestion.

The [Ramblers' Association](#) offers residents training to become Walk Leaders for Wellbeing Walks. These build stamina and 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 the local community. There are 12 regular, free walks operating all year led by trained volunteers. The Ramblers' Association is aiming to increase the numbers of walks offered; these include walks just for men too. Reports show that participants are stronger and more independent, several report to have become more agile and confident as well as self-sufficient with a lessening reliance on vehicles. This improves their mental health too.

### 11.2.5. Active travel: Supporting Behaviour Change

Haringey continues to promote active travel both within the council and to the wider borough. 2023 achievements include:

- March - Sustrans Big Walk and Wheel: 11 schools took part, competing to win prizes for modal shift percentage improvements over a 2-week period.
- May - Walk to School Week packs by Living Streets for every primary class in May, covering approx. 20,000 students as part of the national Walk to Work Week. Included a wildlife observation competition, with four schools winning bird/bat boxes and one school winning a wildlife camera too.



Figure 16: Wildlife observations and group picture of Walk to School Week in May

- Cycle rides organised:
  - LTN family cycle rides delivered locally.
  - Weekly rides from Lordship Recreation Ground with Cycle Sisters, focusing on our female Muslim community to encourage cycling in building confidence and skills, in a safe, respectful environment.
- Cycle storage facilities: 206 Bikehangars installed for 1,236 bikes at various locations in the borough.
- Bike maintenance sessions: at three schools during school fairs, servicing 167 bikes; and, at River Park House servicing around 168 bikes for communal and personal use (roughly 6 employee and 8 pool bikes per month).
- Cycle training: Bikeability training by Cycle Confident: delivered to a total of 828 pupils across schools from April to December over 42 sessions.
- Amongst other school initiatives, the council promotes [Walking Zone maps](#) across 101 educational establishments when new School Streets are delivered, through the updated contract with Pindar Creatives mapping system.
- School Super Zone Project: for a nursery and schools in Northumberland Park, with Wheely Tots delivering training and bikes. All schools involved have pledged to reduce reliance on cars and increase cycling, focussing on sustainably building cycling cultures for the children and adults.



*Figure 17: Children enjoying holiday cycle training during a Northumberland Park Superzone event.*

### 11.3. Parking permits

Haringey’s parking policy reflects our commitment to reduce carbon emissions, with residential permit pricing structure based on vehicle CO<sub>2</sub> 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 2023, the charges remain the same while new charges for the Essential Service Permit scheme are going to be agreed in February 2023.

## 11.4. Electric vehicle charging

The council manages 231 publicly accessible [EV charging points](#) that have been installed in the borough on the public highways and car parks. These are operated by Source London, BP Pulse and Char.gy. There are 202 standard 7 kW and 22 kW charging points, 24 lamp column points of 5.5 kW, and 5 rapid 43/50 kW points.

In 2023, 64 new standard Source London EV charging points were installed, 32 of which went live in January 2024. A statutory consultation for an additional 40 EV points has been completed, and these are aimed to be installed by April/May 2024, bringing us to a total of 108 EV charging points by the end of the financial year. The council has made a commitment to install around 100 EV charging points annually. The densest clusters of charging points are in Crouch End, Tottenham Green, Highgate, Alexandra, and the Muswell Hill/Fortis Green boundary (see Figure 18 below).

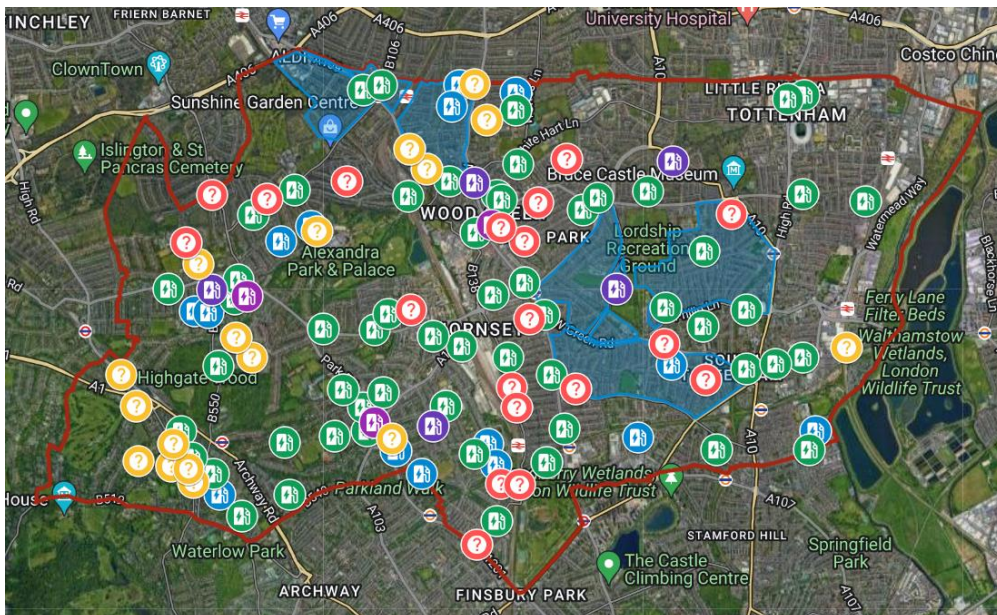


Figure 18: A map showing all the EV charging points in Haringey (Source: [Haringey Council](#))

## 11.5. Controlled Parking Zones (CPZs)

Haringey has an approximate three-fourth coverage of [CPZ's](#) as shown in the figure 18. During the past year, a review of Crouch End A, Crouch End B and Seven Sisters and Belmont CPZ's was conducted. These reviews saw changes to existing parking restrictions to improve priority to parking for residents. In addition, a new CPZ area has been delivered in the Hornsey Norther East CPZ and an extension to the Muswell Hill West CPZ area to include Tether down road. We are currently progressing two resident engagements to seeks residents' view for new CPZ's in Willoughby Lane and Jarrow Road.

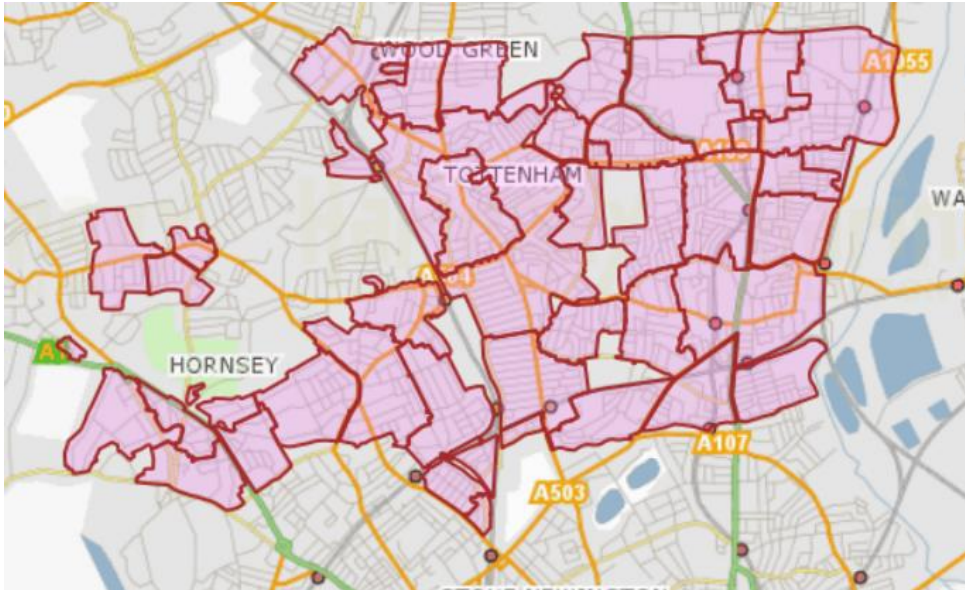


Figure 19: The map shows existing CPZs in Haringey (Source: [CPZ lookup tool](#)).

## 12. Energy

The carbon intensity of the national grid is on a decline, contributing to the decarbonisation of electricity supplied to homes and workplaces. The council can enhance this trend by promoting and backing low-carbon electricity generation and energy storage at the residential or neighbourhood level. Implementing local generation not only reduces the borough's carbon footprint but also bolsters Haringey's energy security.

Traditionally, heating in Haringey relies on natural gas combustion. Enhancing the efficiency of heat creation is possible through the electrification of heating, employing heat pumps (air, ground, or water source), and embracing low carbon decentralised energy networks (DENs). These DENs form a crucial component of the HCCAP, expected to yield substantial carbon savings in the 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 for Haringey Housing in the Housing Revenue Account (HRA) to around 1,700 homes, with an additional 600 new homes in the pipeline.

Most of these DENs supply a single building only where all the apartments in the building are supplied from a central plantroom, generally in the basement. The DEN at Broadwater Farm is larger and supplies around 850 homes which are located across several buildings. The central plantroom is in a dedicated building on the estate. All the HRA DENs are currently supplied by gas boilers. The intention is to replace these with low-carbon systems over time.

#### **12.1.2. Potential future DENs**

The council has been considering the development of a wider-scale, low-carbon DEN in the north-east of the borough. These low carbon heat networks have the potential to cut carbon emissions from the housing sector which is the highest emitting sector in Haringey. By connecting to DEN, homes are estimated to produce up to 90% less CO<sub>2</sub>. An outline business case along with acceptance of grant funding from government was approved by [Cabinet in December 2021](#).

The wider-scale DEN could deliver green heat to more than 10,000 homes across three Heat Network Hubs in Tottenham Hale, Wood Green, and North Tottenham; it could also link to and

decarbonise the existing scheme at Broadwater Farm. The DEN could take heat from the new Edmonton Energy Recovery Facility (ERF) currently under construction. This heat would otherwise go to waste.

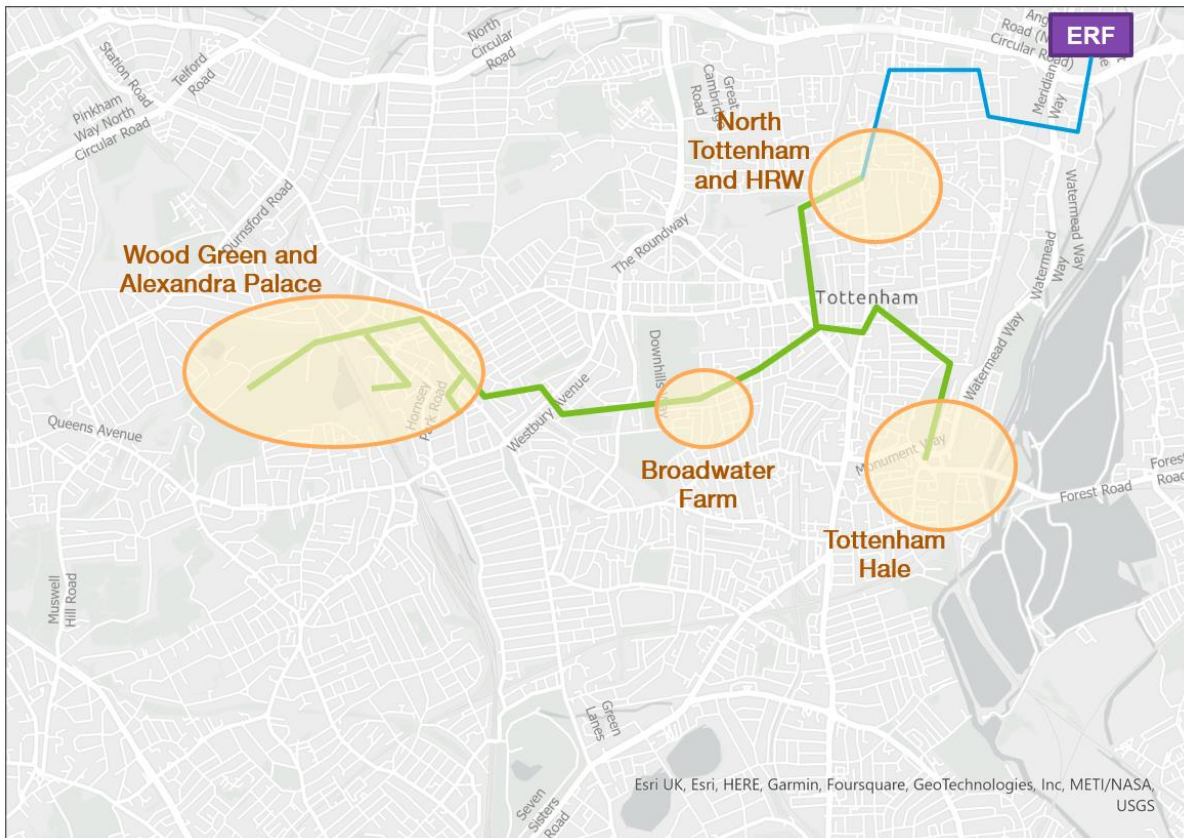


Figure 20: Schematic of potential wider scale DEN in northeast Haringey, showing the three Heat Network Hubs and Broadwater Farm. The green network would be the Haringey network, the blue network would be developed by Enfield.

### 12.1.3. Current work

The Carbon Management team currently manages the DEN programme and is working with councillors and other stakeholders to agree the lowest cost, low-carbon way forward.

## 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's Section 106 Carbon Offset Monies

Since 2016, Haringey Council collects financial contributions from developers through Section 106 agreements when they do not meet their carbon reduction targets on site. This mechanism was first introduced by the GLA as an 'allowable solution' to reach the carbon reduction targets. Haringey's Planning Obligation Supplementary Planning Document sets out that the shortfall in emissions (i.e. the reduction they should have achieved on site) is multiplied by £2,850 per tonne of carbon.

The total amount of carbon offset contributions collected up to January 2024 has been £1,766,183. Of this, a total of £910,000 has been allocated to be spent on the Haringey Community Carbon Fund and to supplement funding to retrofitting properties in the private sector. The table below shows the amount of allocated money that has been paid and will be paid.

*Table 1: Overview of the amount of allocated Section 106 money spent and outstanding.*

|                     | Total amount available                   | Amount paid in 2022/23 | Amount paid in 2023/24 | Notes                            |
|---------------------|--|------------------------|------------------------|----------------------------------|
| CCF Year 1          | £73,414<br>(£90,000 allocated)           | £39,944                | £22,563                | £10,907 is rolled over to Year 3 |
| CCF Year 2          | £85,944<br>(£70,000 allocated)           | N/A                    | £42,500                | £43,444 to be spent still        |
| CCF Year 3          | £81,549 available<br>(£70,000 allocated) |                        |                        |                                  |
| CCF Year 4          | £70,000 allocated + unspent money        |                        |                        |                                  |
| Fuel poverty grants | £540,000 allocated                       | £45,000                |                        |                                  |

## 13.2. Haringey Community Carbon Fund

In June 2021, [Cabinet approved](#) the use of £390,000 in Section 106 carbon offset funds towards setting up the [Haringey 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.

In total, there were 26 applications in the first two years, requesting £554,557 in grant funding. Application scoring and grant awarding recommendations are made by a five-member judging panel, made up of two community representatives and three council officers.

### 13.2.1. CCF Year 1 Update

A total of 13 applications were received for the Year 1 round of funding, for a total of £243,230. £73,414 has been awarded in funding to six carbon reduction projects. The details of the year 1 project were report in the [12<sup>th</sup> Annual Carbon Report 2022](#) and is also available on our [Community Carbon Fund webpages](#).

#### 13.2.1. CCF Year 1: Living Under One Sun Project

LUOS received a medium grant of £15,000 for their LoCaL3 project to assess the feasibility of low-carbon living and support the uptake of community-led innovations in low carbon, low-impact food production. Their successes include:

- Two residents were recruited with different backgrounds. Further partnerships were established with Greenwich University and a Tottenham supplier for equipment. This allowed for an outdoor classroom to be built to set up the incubator.
- Three community outreach workshops with young people, a mixed age group and specifically on International Woman's Day.

*Figure 21: Picture of participants during the first 14-week course at LUOS in March 2023.*



- Initial 14-week Microgreens & Aquaponics course in March 2023 with 12 participants; a second series launched two 10-week courses on Wednesdays and Saturdays in November 2023 of weekly training and volunteering programme



courses from winter 2023. The training courses cover growing environments, diseases, harvesting, cooking, and setting up a system. Courses are free for Haringey residents in exchange for volunteer hours at LUOS.

- Selected for the "Support for Green Entrepreneurs" programme by Danish food think tank called Frej, attending a weekend workshop on communication.
- The social media following, which has attracted further interest, including outside of Haringey, and has allowed for further training courses to be set up.



### 13.2.2. CCF Year 1: Collage Arts Project

Collage Arts received a large grant of £26,222 to deliver replacement LED lighting and double-glazed secondary glazing units to their Karamel restaurant and performance space. Their carbon savings are difficult to estimate due to the change in their business opening hours as a result of the lockdowns.

*Figure 22: New double glazing installed in addition to the original single glazed frames at Karamel.*

As part of their engagement plan, [Collage Arts created three videos with local schools.](#)

Students visited and interviewed people at three local businesses: [Alexandra Primary School](#)

[visiting PramDepot](#), [St Thomas More Catholic School](#) [visiting Jacksons Lane](#) and [Park View School](#) [visiting Fashion Enter](#).

The businesses are active in sustainable practices and understanding how they are addressing the green agenda. The children were given presentation skills training and helped with editing the videos. The visits themselves broadened their cultural capital and business knowledge. It also helped businesses to focus on their green agenda, feel accountable and feel a sense of pride in the recognition of their work in sustainability. Collage Arts has benefited from developing these relationships for further projects.

### 13.2.3. Year 2 Projects

For Year 2, a total of 13 applications were received, for a total of £311,327. Seven organisations were successful in their bid applications, granting a total amount of £86,586. The available pot included the allocated £70,000 and rolled-over amount of £16,586 from the

previous year. Out of the seven organisations and projects, four projects have been successfully completed and three are in progress. They are listed below.

The following three projects are in progress:

1. The Cypriot Community Centre have been selected to receive the funding to install replacement LED lighting on the ground and first floors of their building.
2. A local resident, Daniel, received the microgrant to organise a community pop-up event for local business owners to promote sustainability and carbon reduction in the events and hospitality industry.
3. The Ubele Initiative will receive part-funding for the Eat Wood Green project on Bury Road car park. The money will fund an electric e-cargo bike, the installation of a solar photovoltaic panel system to generate around 12,072 kWh per year and install a rainwater harvesting system for their wider food growing project.

### 13.2.3.1. Year 2: Go Green Team

The Go Green Team organised carbon footprint workshops for small businesses as part of the Big Green Week and London Action Week in June 2023 that attracted over 8,000 people.

The microgrant of £1,000, together with funding from Veolia, enabled the Go Green Eco Urban Festival to expand and increase its reach across people and venues in the borough from originally starting in 2018. Funding helped pay for marketing, logistics, administration and project management staff costs, food and refreshments, venue hire, transport, and contributor and partner payments. The main objective of funding this project was to increase awareness and was able to reach 2.4k accounts on social media during the festival.



Figure 23: Poster for the Go Green Eco Urban Festival

More information on the specific activities is listed in Section 13.3 below.

### 13.2.3.2. Ten 87 Studio



Ten87 Studio received a medium grant for £30,000 and have successfully installed a 60-panel solar array expected to generate 50,000 kWh of energy over the next five years. Savings from this are being reinvested into the community with free access to the studios through

partnerships with youth organisations in the borough. The project is estimated to save 4.8 tonnes of CO<sub>2</sub>.

*Figure 24: The installation of Solar PV at Ten87 Studios.*

### 13.2.3.3. Muswell Hill Methodist Church

Muswell Hill Methodist Church received the medium grant and have successfully installed an air-to-air heat pump in one meeting room (“Holly”), replacing gas heating and providing a much higher degree of control over the internet. The project is estimated to save 0.8 tonnes of CO<sub>2</sub>. The project team have been using Home Assistant to control the ASHP system integrating it with their room booking system which enables the room to heat at the required temperature just before the use. The room gets heated quickly in about 10-15 mins to the required temperature. The team have equipped the room with different temperature sensors and devices collecting data to better understand and programme the ASHP. Different awareness programme based around it have been executed including Green Open homes, with more planned for 2024.



*Figure 25: The Holly meeting room at Muswell Hill Methodist Church, heated by the part-funded air source heat pump. The heat pump is located on the roof outside of a side elevation of the hall.*

### 13.2.3.1. Year 2: People’s Pantry



The People’s Pantry used a microgrant to repair their sewing machine to sew donated linen into fabric bags for food refills and deliveries. The project was completed in summer 2023. This has saved litres of water and electricity moving away from glass jars. The project is estimated to save 0.1 tonne of CO<sub>2</sub> per year. Unfortunately, since receiving the grant the business has stopped trading.

*Figure 26: A repurposed linen fabric bags by the People’s Pantry*

### 13.2.4. Year 3

Applications for year 3 closed on 7 January 2024. A total of 15 applications were received for the Year 3 round of funding, applying for a total of £103,860. £81,549 is available for the third year of funding.

## 13.1. Haringey Carbon Challenge

In October 2023 at Mulberry Primary School for year groups 3-6, the [Haringey Carbon Challenge](#) was launched during a school assembly on climate change. It engaged children in a week-long initiative focused on recording carbon-saving activities in personal diaries. Children could involve family and friends, creating A4 posters illustrating their carbon-saving achievements. The challenge encouraged both group and class entries to facilitate the sharing of innovative ideas.



*Figure 27: Councillors Hakata and Brabazon launching the Haringey Carbon Challenge at Mulberry Primary School.*

## **13.1. Waste / Circular Economy**

### **13.1.1. North London Waste Authority (NLWA) Reuse and Recycling**

Haringey Council, in collaboration with the North London Waste Authority (NLWA) and London Energy Ltd, has inaugurated a dedicated drop-off location for high-quality, reusable household items at the Western Road Reuse and Recycling Centre in Wood Green. These donated items are subsequently transported to the [NLWA's Reuse Shop](#) in Chingford, where they are sold at affordable prices to residents across North London. The Western Road Reuse and Recycling Centre operates seven days a week, offering the drop-off point during its regular opening hours.

### **13.1.1. NLWA North London Community Fund**

The NLWA launched their first round of the [North London Community Fund](#) to support waste-prevention initiatives to community-based organisations that run waste-prevention projects for up to a total value of £150,000. Applications for small and medium projects closed in December 2023 and Round 2 for large projects (up to £100,000) will open in 2024.

### **13.1.2. TRAIID Campaign**

Haringey Council's partnership with TRAIID has successfully diverted 3,002 kg of clothing from landfills in October 2023. This effort not only saved an estimated 25.5 tonnes of carbon emissions but also preserved 4,803 m<sup>3</sup> of water. Residents can contribute to this sustainable endeavour by taking advantage of [TRAID's free doorstep collection service](#) for large bags of unwanted clothing.

TRAID resells these items, generating funds for global projects that foster positive changes in the fashion industry. Beyond environmental benefits, this initiative supports improved conditions for garment workers, reduced pesticide use, enhanced livelihoods for organic cotton farmers, and the establishment of childcare centres. As an extension of their commitment, TRAIID hosted the [Haringey Repair Café](#) at Bruce Grove in December 2023, providing residents with the opportunity to acquire clothing repair skills and engage with their community.

## **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 Parks and Greenspaces Strategy was adopted in 2023. The Tree and Woodlands Plan 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:

- 596 new standard or heavy standard sized trees were planted in streets, housing sites, parks, and open spaces. This is a 4.2% increase in new trees compared to the 571 planted in the 2021/22 planting season.
- 400 whips were also planted to create a new area of woodland in Perth Road playing fields.
- one 'Tiny Forest' was planted in White Heart Lane Rec Recreation Ground which consisted of 600 whips.
- 3 additional 'Tiny Forests' are planned to be planted during spring 2024.
- To carry out an iTree canopy survey during 2024-25.
- 125 trees were community-funded by residents through [Trees for Street](#).

Residents can also sponsor the planting of a street tree through the [Celebration Tree Sponsorship and Haringey Street Tree Sponsorship](#).

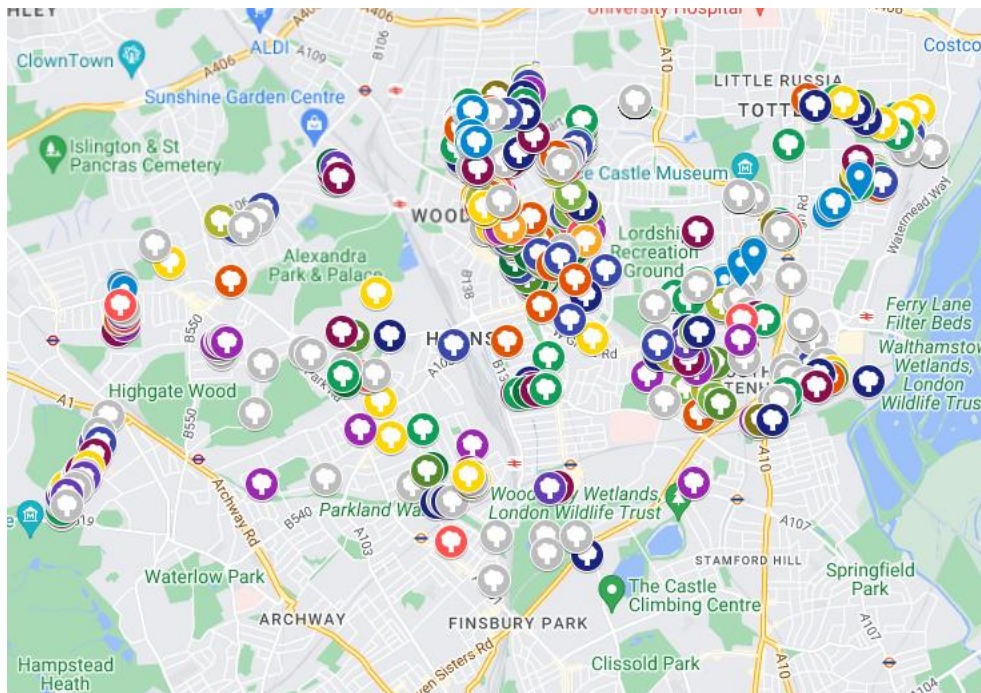


Figure 28: Map showing new street trees planted in Haringey in 2021/22.

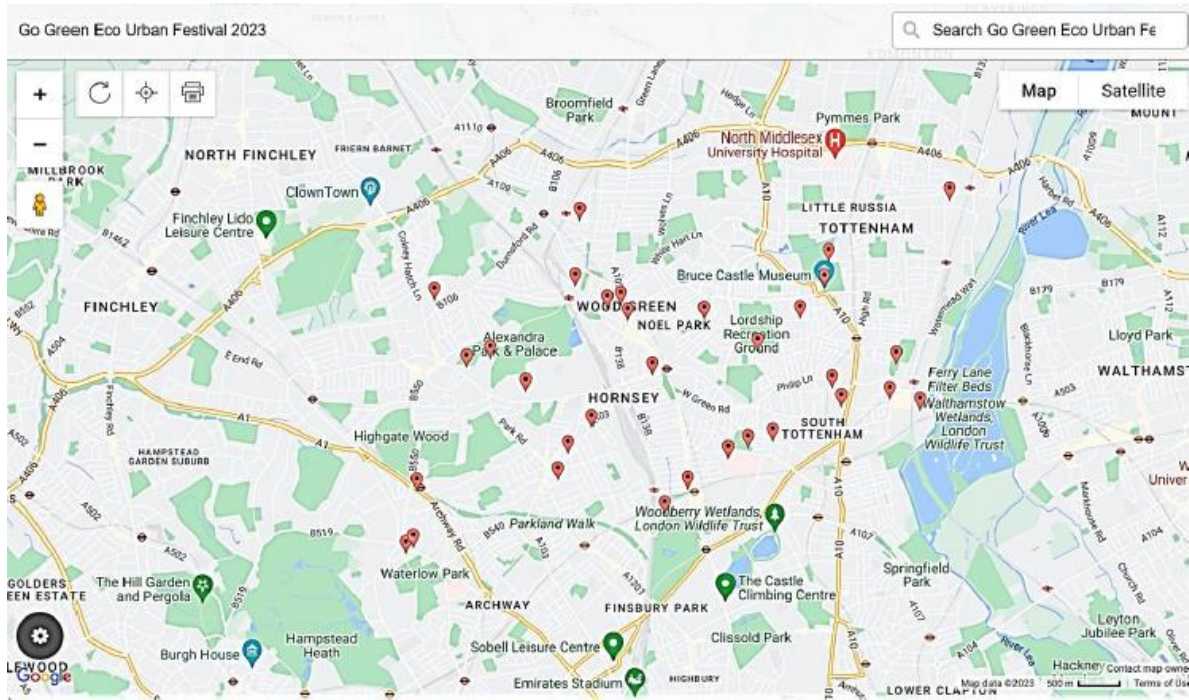
### 13.3. Haringey Go Green Eco Urban Festival

In 2023 the Go Green team of volunteers, supported by the council and the Bridge Renewal Trust, brought together a wide variety of groups in the borough working on sustainability projects. A full programme of events was organised or showcased during the whole month of June, from community bike rides to a recycled fashion show. A full list of the 2023 events can be found [here](#).

The 2023 festival marked the 5<sup>th</sup> anniversary of the festival and ran from 1<sup>st</sup> June to 2<sup>nd</sup> July. A total of 65 events were hosted across 32 locations, with social media engagement and positive reviews left by attendees. The aims are to promote environmental awareness, promote initiatives from the council and partners, celebrate green spaces and natural resources, promote local businesses and best practices, provide fun and engaging platforms that are accessible to all, learning new skills, and support the aims in the HCCAP.

Key successes include:

- The Haringey Eco House toured across four locations in Tottenham, Wood Green, and Hornsey for 7 days, which helped engage residents relate to energy saving measures, reducing costs, and finding alternatives. Carbon Champions were there to provide advice.
- Go Green Show, weekly 30-minute shows highlighting green issues, employment opportunities, interviews and the latest innovations in technology and sustainable living.
- Annual Recycling Survey, jointly working with the Bridge Renewal Trust and Haringey Council, producing the highest ever response to a council survey with over 11,000 responses. This project won an award at the LARAC National Awards and shortlisted for Best Partnership Award.
- Eco Urban Pop-In Mornings are monthly events during the year to promote environmental awareness and green spaces, with on-going features on green jobs and training. In October, a workshop was hosted by Public Voice to bust myths and encourage smart meters.



65 events spread across 32 locations within Haringey

Figure 29: The wide spread of events hosted during the Go Green Urban Festival 2023 across the borough.

### 13.4. Carbon Reduction Initiatives by Community Groups

#### 13.4.1. En10ergy

The local community energy company [En10ergy](#), has continued to manage its four solar arrays and sell electricity at a very discounted price to Woodside School, the M&S store in Muswell Hill and Fortismere School. It has also continued to support Muswell Hill Sustainability Group and has undertaken a lot of speculative work this year to increase its estate. Directors of the company have been active in energy saving projects across the borough and in Community Energy London and Community Energy England.



#### 13.4.2. Muswell Hill Sustainability Group (MHSG)

[MHSG](#) celebrated its fifteenth year of collective and individual action for sustainability. Expert speakers shared advice during events in January, April, and July on creating garden habitats, preventing overheating and overcooling in homes, and hire and repair of household appliances.







MHSG members headed to central London in April for Extinction Rebellion’s massive The Big One action. They joined 60,000 people from 200 groups to call for urgent action from the Government on climate change.

*Figure 30: MHSG members at XR’s The Big One action*

In the autumn MHSG’s annual Green Open Homes event reached its tenth year, expanding to three weekends of open home visits. Three new homes this year included a Passivhaus being built from scratch.

*Figure 31: Host with visitors at a Green Open Home in Tottenham*



Visitors were also welcomed to community buildings in the area: Muswell Hill Methodist Church demonstrated a newly installed heat pump part-financed by a grant from the Haringey Community Carbon Fund, while Wolves Lane Centre showcased sustainable building

techniques in three new community buildings under construction.

Four evening meetings through October and November helped residents on how to make their homes, warmer, more comfortable, cheaper to run and more carbon friendly. Green Open Homes’ influence extended from householders to local faith groups, architects, and builders as well as groups in neighbouring boroughs.

Meanwhile MHSG’s Green Book Group met monthly to discuss newly published titles on green topics. Social events included two Green Drinks evenings at The Maid of Muswell pub in Alexandra Palace, a Summer Celebration at Muswell Hill Methodist Church and Christmas party at Muswell Hill United Reformed Church.

### **13.4.3. Haringey Climate Forum**

The [Haringey Climate Forum](#) has continued to meet to encourage climate policies across the council and other organisations including Alexandra Palace and Park. Meetings roughly take

place quarterly, and their website provides an overview of initiatives taking place in the borough.

#### **13.4.4. Friends of the Earth**

[Friends of the Earth groups in Haringey](#) have lobbied Haringey's MPs for stronger climate action especially on insulating homes, as domestic gas heating is the single biggest source of emissions (33%). They have worked to support traffic reduction through LTNs and emissions reduction in the ULEZ extension.

Friends of the Earth has also been working to look after the trees planted on Dairy Fields in 2021 and is working with the council on a new project for Commerce Road. Trees will only absorb a small amount of carbon but help moderate temperatures in urban areas and provide welcome shade in hot weather.

#### **13.4.5. Growing in Haringey**

The [Growing in Haringey network](#) continues to run plant stalls and seed swaps to bring community growing spaces together and provides small grants for tools, water butts and spring bulbs. It took part in Lordship Rec Produce Show. The network is in close contact with Black Rootz and the food growing activities at Wolves Lane Plant Centre.

## **14. Climate Adaptation and Resilience**

### **14.1. Climate Resilience Review**

The Mayor of London has initiated an independent assessment to assess the current situation and provide suggestions to steer London's readiness for increasingly severe weather conditions. Despite facing issues of inequality, London stands as one of the most significant cities globally, characterised by abundant opportunities, innovation, and enterprise. The review endeavours to pinpoint measures that leverage London's strengths, guaranteeing comprehensive climate preparedness for the entire city. Additionally, it strives to comprehend any obstacles hindering the implementation of these measures in certain instances.

This initiative holds significant importance for Haringey due to its ongoing challenges with inequalities. In recognition of these issues, Haringey Council actively participated in the GLA's [Climate Resilience Review](#). The council's involvement aims to contribute to shaping strategies that will specifically benefit the community in Haringey. By actively engaging in this review, Haringey seeks to address climate-related vulnerabilities and enhance the overall well-being of its residents, aligning with the broader goals of the city's climate preparedness efforts.

### **14.2. Climate Risk Mapping**

The council has utilised the GLA and Bloomberg Associate [Climate Risk Maps](#) to support our heatwaves response and preparedness work in Haringey, by identifying the most vulnerable areas and populations that are most at-risk. This intelligence has influenced our local action to prevent excess morbidity and mortality related to heatwaves. Going forward, the council aims to continue the work with Bloomberg Associates and wider council officers to leverage the information on the climate risk maps to inform local policies and strategies and explore the incorporation of other useful data layers that could be added to the maps that may be useful locally.

We are exploring the opportunity of working with powerful local leaders in an external workshop to raise climate awareness and share resources related to climate risk. We are also collaborating more closely with regional and sub-regional colleagues on information sharing around preparedness, response, and resilience.

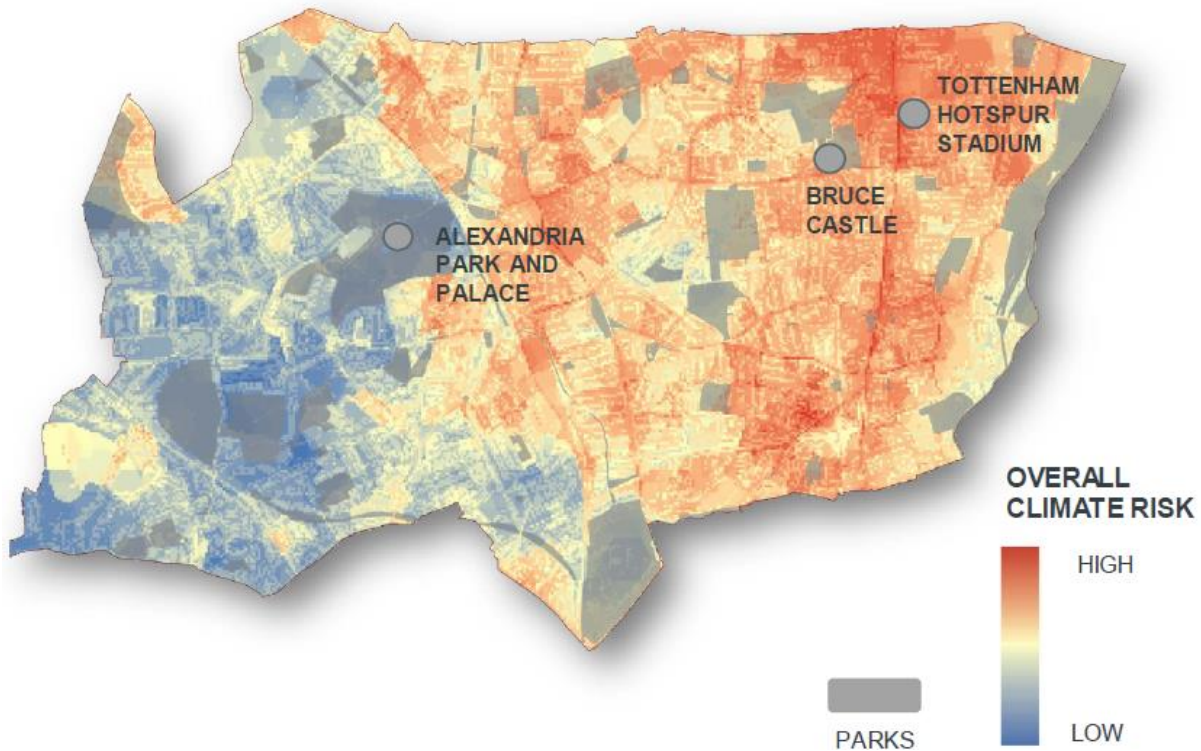


Figure 32: Climate Risk Map which shows the east of the borough is at higher climate risk than the west which relates to income levels, flood risk and amount and quality of greenery nearby (Source: Bloomberg Associates).

### 14.3. Work with Public Health: Heat Waves

Public Health has worked closely with services across the council, the NHS, and the voluntary and community sector to strengthen Haringey’s preparations for and response to heatwaves. This aims to reduce the health impact of heatwaves on the most vulnerable residents. The approach included mapping of areas of higher heat risk, and targeted work with services for people at higher risk during heatwaves, such as young children, older people, and people with experience of homelessness. The number of cool spaces increased from three in the previous summer to 13 this summer. Awareness raising materials on how to stay safe during hot weather were developed and distributed in the most widely spoken languages in the borough. Text messages were sent to alert vulnerable residents to the health risks of heatwaves.

### 14.4. Reducing flood risk

In anticipation of heightened flooding risks linked to climate change, the council has collaborated closely with residents and businesses to mitigate these threats and minimize potential impacts. Drawing valuable insights from flooding incidents in July 2021 and November 2022, the council has developed a robust action plan geared towards lessening the repercussions of future flooding events.

Residents and businesses can access comprehensive guidance on the [flooding website](#), offering insights into preparatory measures, actions during a flood, and post-flood protocols. The council strongly encourages individuals to familiarise themselves with this information, ensuring they are well-equipped to navigate challenging situations and access assistance promptly in the unfortunate event of flooding.

## 15. Future Projects

Haringey Council is committed to building on the projects and actions delivered in 2023 to further be delivered through the Corporate Delivery Plan for greater carbon reductions in the future. Committed and planned projects include:

- Awarding funding to Year 3 projects from the Community Carbon Fund, opening the Year 4 pot of up to £70,000 in grants, and helping to deliver the funded projects;
- Plans are underway to deliver a further nine School Streets in 2024<sup>8</sup>;
- Installing additional electric vehicle charging points across the borough in 2024 in line with demand;
- Directing Haringey residents to the GLA Warmer Homes Scheme for domestic energy efficiency;
- Training staff members and partner and local organisations in fuel poverty advice;
- Delivering energy efficiency and decarbonisation retrofit of almost 289 street properties as part of the Housing Energy Action Plan;
- Upgrading the park buildings to at least Energy Performance Certificate (EPC) grade E by 2024 and grade C by 2025;
- Delivering energy reduction measures as part of the in-sourcing of leisure facilities, including pool covers at lidos and looking at renewable energy sources;
- Moving towards adaptive streetlighting system managed through the central management system whereby lighting power consumption can be reduced as required;
- Produce Full Business Cases for the Wood Green and Tottenham Hale DENs in 2024;
- Continuing the delivery of half day and full day accredited in-house Carbon Literacy training programme.

Further projects will need to be identified to ensure that the net zero carbon targets can be met for the council and borough.

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<sup>8</sup> School Street Projects may include multiple schools within a project.

## 16. Glossary and Emissions Data Sources

### 16.1. Glossary

**Adaptation:** Adjustment in our natural or human systems in response to the impact of climate change or expected climatic stimuli or their effects, where we reduce harm.

**Air tightness:** measures the infiltration of outdoor air into the building, or in other words how 'leaky' or 'draughty' the building is. A low energy building requires high levels of airtightness. Airtightness is measured by the volume of air in cubic meters (m<sup>3</sup>) that flows through the building fabric (for every squared meter, m<sup>2</sup>) every hour, at a pressure of 50Pa (the pressure of the airtightness test). It can also be measured in air changes per hour through the external envelope. In either case, the lower the value the better.

**Air Source Heat Pump (ASHP):** An energy efficient heating or cooling system that transfers heat to or from the air, typically to generate hot water and space heating or cooling.

**Building Regulations Part L 2021:** In the context of this document, it refers to Approved Document Part L which was published in December 2021 and came into force in June 2022. It sets out the minimum requirements for elements in new and existing buildings and sets out how a building should meet or exceed the requirements of the notional building (see definition below). The London Plan requires developments to show a minimum 35% on-site improvement but aim to improve the notional building by 100% (i.e. zero carbon in regulated operational energy).

**Carbon budget:** A carbon budget is the cumulative amount of carbon dioxide (CO<sub>2</sub>) emissions permitted over a period of time to keep within a certain temperature threshold.

**Carbon emissions:** All greenhouse gas emissions, represented as the equivalent of CO<sub>2</sub> emissions.

**Carbon factor:** The factor that is applied to electricity or heating that is consumed by buildings, services, or transport. It helps to understand the carbon emissions associated with the electricity or gas use. The carbon factor of the UK grid changes throughout the day and the seasons depending on how much renewable energy is being generated. The carbon factor is an average of the emissions over a period of time.

**Circular Economy:** A circular economy is an industrial system that is restorative or regenerative by intention and design. It replaces the linear economy and its 'end-of-life' concept with restoration, shifts towards the use of renewable energy, eliminates the use of

toxic chemicals, and aims for the elimination of waste through the design of materials, products, systems that can be repaired and reused.

**Climate** is typically defined as the average weather (or more rigorously a statistical description of the average in terms of the mean and variability) over a period of time, usually 30 years. These quantities are most often surface variables such as temperature, precipitation, and wind. Climate in a wider sense is the state, including a statistical description, of the climate system.

**Climate Change:** A change in the state of the climate that can be identified (e.g., by using statistical tests) by changes in the mean and/or the variability of its properties and that persists for an extended period, typically decades or longer.

**Climate Emergency:** Acknowledgment of the urgency of actions required to mitigate the consequences on climate change before reaching tipping point. This corresponds to a non-return state where climate change can no longer be reversed, and adverse effects grow exponentially.

**Controlled Parking Zones (CPZs)** are areas where on-street parking is restricted during specified times. It is an area where you can only park for free during certain times.

**Decentralised Energy Network:** Also known as a district heat network, it is a system for distributing heat generated in a centralised location through a system of insulated pipes for residential and commercial heating requirements such as space heating and water heating.

**Energy Performance Certificate:** A certificate produced for new-build and existing dwellings which provides an A to G rating indicating the relative energy cost for that home. An EPC can be found [online](#) for any property.

**Energy Use Intensity:** Energy Use Intensity expresses a building's energy use as a function of its size, typically expressed as energy consumption in kWh/m<sup>2</sup>/year. The measurement of floor area can be expressed in terms of Net Lettable Area (NLA) or Gross Internal Area (GIA).

**Fabric first:** The concept of focussing on the building fabric before trying to reduce emissions using more efficient heat sources or using renewable energy systems. Heating systems must be sized based on the space heating demand, so it is better that this is reduced before installing a new system. The building fabric includes walls, floors, roofs, windows, doors, and the ventilation system.

**Future Home Standard (FHS)** The [Future Homes and Buildings Standards](#) are proposed to set energy efficiency standards for new and existing buildings and are proposed to come into play in the England in 2025. The key purpose of the standards are to further reduce carbon



emissions, with properties being built with 75% less carbon compared with Part L 2013 regulations.

**Fossil fuels:** A natural fuel such as petroleum, coal, or gas, formed in the geological past from the remains of living organisms. The burning of fossil fuels by humans is the largest source of emissions of carbon dioxide, which is one of the greenhouse gases that allows radiative forcing and contributes to global warming.

**Fuel poverty:** A household is considered to be in fuel poverty when its members cannot afford to keep adequately warm at a reasonable cost, given their income.

**Greenhouse gases (GHGs):** The atmospheric gases which are elements of the atmosphere, both natural and anthropogenic, that absorb and emit radiation at specific wavelengths within the spectrum of infrared radiation emitted by the Earth's surface, the atmosphere, and clouds. The major GHGs are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O). Less prevalent - but very powerful - greenhouse gases are hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulphur hexafluoride (SF<sub>6</sub>) due to their extreme global warming effect.

**HCCAP targets:** the carbon reduction target towards net zero by 2041 is based on Arup's technical analysis for the HCCAP. The foundation work was done with ARUP when the council first committed to becoming a net zero-carbon borough by 2050 and after declaring a climate emergency ARUP undertook the analysis to understand whether this could be achieved earlier, and recommended to change the target date to 2041. This was also reflected in the Borough Plan (2019-2024). ARUP provided science-based analysis that informed the actions that could be delivered and to what timeframe.

**Low Traffic Neighbourhoods (LTNs):** LTNs are areas with quieter roads which feel safer, encouraging residents to walk, cycle, play and meet in a healthier and more inviting environment. This can be done by filtering roads using planters, bollards, or cameras, by banning turns, or by making some roads no entry or exit, giving priority and access to residents who live in the area. LTNs always allow local motor vehicle access. Local residents and businesses can still use cars or vans, as well as receive visitors and deliveries, but non-local traffic cannot drive through the area. When non-local through traffic is reduced in an area, local people often choose to make short journeys on foot or by bike, further reducing traffic. Emergency services will still be able to access these neighbourhoods.

**kW** Stands for kilowatt. A kilowatt is a unit of power equivalent to a thousand watts.

**kWh** Stands for a kilowatt hour and is a unit of energy. It is equal to the amount of energy a system will generate in an hour whilst running at a kilowatt power output.

**Low and zero-carbon technologies:** Technologies which provide heat and energy whilst producing no or little carbon emissions.

**Mitigation:** In the context of climate change, a human intervention to reduce the sources or enhance the sinks of greenhouse gases. Examples include using fossil fuels more efficiently for industrial processes or electricity generation, switching to solar energy or wind power, improving the insulation of buildings, and expanding forests and other "sinks" such as land use changes to remove greater amounts of carbon dioxide from the atmosphere.

**MW:** abbreviation for megawatt. A megawatt is a unit of power equivalent to a million watts.

**MWh:** abbreviation for a megawatt hour and is a unit of energy. It is equal to the amount of energy a system will generate in an hour whilst running at 1 megawatt power output.

**Notional building:** in the context of Part L, the notional building is a modelling assumption for a hypothetical building based on the same massing, orientation, shading, area and activities as the proposed design but using energy parameters (fabric energy efficiency, energy consumption per unit floor area, energy cost rating and environment impact rating) as defined by the Approved Document. A carbon reduction would be measured against the notional building, e.g. achieving the 35% minimum on-site carbon reduction required under the London Plan.

**Operational Energy (kgCO<sub>2</sub>e):** The carbon emissions associated with the operation of a building. This usually includes emissions associated with heating, hot water, cooling, ventilation, and lighting systems, as well as those associated with cooking, equipment, and lifts (i.e. both regulated and unregulated energy uses).

**Passivhaus:** Standard for the design and construction of comfortable, highly energy efficient buildings with set performance targets. This is certified and promoted by the independent [Passivhaus Trust organisation](#) in the UK.

**Part L:** The Building Regulations Approved Document for England Part L sets requirements for building work, including new buildings, creation of new dwellings or extensions to existing buildings in England. It sets the standards for the energy performance and carbon emissions of new and existing buildings.

**Photovoltaics (PV):** A technology which is used to generate renewable electricity using energy from the sun; typically installed on rooftops or across large fields.

**Renewable energy:** Renewable energy is derived from sources which are naturally replenished or are practically inexhaustible. They are often described as 'clean', 'green' or 'sustainable' forms of energy because of their minimal environmental impact compared to

fossil fuels. These will still have embodied emissions associated with the mining, transportation and production of renewable energy technologies (see whole life carbon below), such as the requirement for various metals in solar PV.

**Resilience:** The ability of a social or natural system to absorb disturbances while retaining the same basic structure and ways of functioning. It includes the capacity to adapt to stress and change.

**Retrofit:** The process of making changes to existing buildings so that energy consumption and emissions are reduced. These changes should also provide the benefit of a more comfortable and healthier home with lower fuel bills.

**Scope of carbon emissions:**

Scope 1: Direct emissions from sources that we own and control including fuel, combustion, company vehicles, and fugitive emissions.

Scope 2: Indirect emissions, generated from the electricity and heat that we purchase and the cooling we require.

Scope 3: All other indirect emissions such as waste, disposal, aviation, diets, and behaviour change.

**Section 106 Carbon Offset Contributions** are paid by developers to offset the shortfall (if any) in achieving the net zero carbon reduction target at the development against Part L. The sum paid to the council is calculated at £95 per tonne of CO<sub>2</sub> over a period of 30 years. The pot of collected contributions is used by the council in the implementation of projects to reduce carbon emissions in the borough. The Community Carbon Fund is an example of how this money is spent.

**Simplified Building Energy Model (SBEM):** A [government-approved](#) National Calculation Method for non-domestic buildings.

**Space Heating Demand:** The amount of energy per squared meter of internal floor area, over the course of an average year, which is needed to maintain a comfortable internal temperature. This is directly related to the thermal performance of the building and is therefore a good proxy for fabric efficiency.

**Standard Assessment Procedure (SAP):** A [government-approved](#) methodology for calculating estimated regulated energy demand (heating, hot water, lighting) and carbon emissions in homes. The reduced version of SAP (RdSAP) is used to calculate energy demand in existing homes. SAP is used to demonstrate compliance with Part L of the Building

Regulations and to generate EPCs for all homes. In December 2023, a consultation was published to replace SAP with a new methodology, the [Home Energy Model](#).

**Whole life carbon (WLC):** The purpose of using WLC is to move towards a building or a product that generates the lowest carbon emissions over its whole life, and to support the reduction of materials through a circular economy. WLC emissions are the sum of all assets that result in GHG emissions and removals, both when a building is in use, and embodied in its materials over the life cycle of an asset. Different modules are included in the assessments, as seen in Figure 33 below, including:

- Modules A1-A5: Upfront emissions to source and transport products, and any construction and assembly processes;
- Modules B1-B7: In-use emissions including the operation, maintenance and repair of buildings and materials (plus B8 and B9 for infrastructure only);
- Modules C1-C4: End-of-Life scenarios for demolition, waste or disposal.

Module D is reported separately, for any material re-use for (partial) retention of buildings or materials), including the potential benefit from future energy recovery, reuse, recycling. Sequestration of carbon from timber is included in Module A, but should be reported separately.

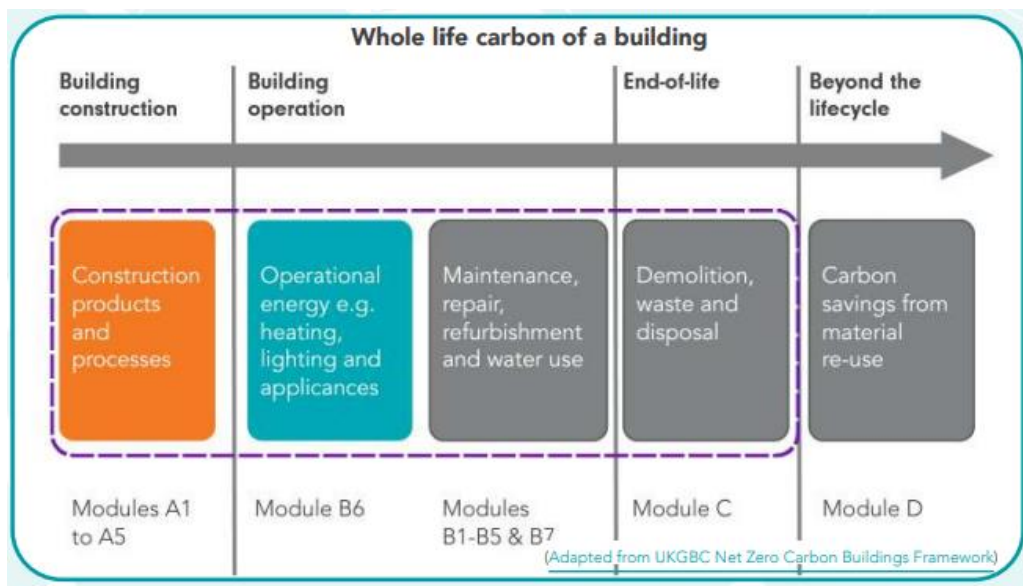


Figure 33: UKGBC's [Whole Life Carbon Explainer Guide](#) graph showing the different modules that calculate whole-life carbon emissions in a building's lifespan.

## 16.2. Emission Data Sources

**2021 population figures** are sourced from [GLA demographic projections](#). The GLA's population projections are updated annually, incorporating the latest data as it becomes

available. The 2020-based projections are the most recent set taking as their starting point an adjusted 2020 mid-year population estimate. They produce multiple scenarios and variants to cover a range of ways to apply the data. The variants can differ in the methodologies and assumptions used.

**Borough-wide carbon emission figures** are based on the GLA's [London Energy and Greenhouse Gas Inventory](#) (LEGGI) datasets on local authority carbon emissions, measured annually, spanning from 2015 to 2021. There is a two-year delay to collecting the emissions data and publishing this.

The LEGGI is an emissions inventory which quantifies greenhouse gas emissions released into the environment, such as:

- Carbon dioxide (CO<sub>2</sub>)
- Methane (CH<sub>4</sub>)
- Nitrous oxide (N<sub>2</sub>O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Nitrogen Trifluoride (NF<sub>3</sub>)
- Sulphur Hexafluoride (SF<sub>6</sub>).

LEGGI provides estimates of:

- All scope 1 emissions are those emitted through the direct use of fossil fuels (such as oil and gas) within the borough boundary.
- Scope 2 emissions are those emitted in the production of electricity consumed within the borough boundary. Depending on where energy is generated, these emissions may physically occur inside or outside the borough boundary.
- Scope 3 emissions associated with the disposal or treatment of waste that is generated within the borough boundary but disposed of outside the borough boundary.

From 2018 onwards, we estimate emissions for five sectors: stationary energy; transport; waste; industrial processes, and product use (IPPU); and agriculture, forestry, and other land use (AFOLU). Including the latter three sectors brings us in line with the reporting requirements of our membership of [C40 Cities](#) and the Global Covenant of Mayors, to report in line with the [Global Protocol for Community-Scale Greenhouse Gas Emission Inventories](#) (GPC).

LEGGI is produced on an annual basis to measure progress against the Mayor's carbon reduction targets for London. Publications earlier than the 2018 LEGGI only included

emissions in the first two of these categories. However, LEGGI now provides estimates of these additional sectors for earlier years. Non-Road Mobile Machinery (NRMM) emissions are not recalculated every year and reflect 2019 levels. They are due to be updated next year.

The coronavirus (COVID-19) pandemic and the resulting restrictions introduced in 2020 across London and the UK had major impacts on various aspects of society and the economy, which had a significant impact on greenhouse gas emissions. 2020 statistics should therefore be cited with caution, and the ongoing context of the pandemic should be considered when reviewing 2021 emissions.

This dataset differs from the [UK local authority greenhouse gas emissions national statistics](#), published by the Department for Energy Security and Net Zero (previously published by the Department for Business, Energy & Industrial Strategy, BEIS). This data was used to report on the historic carbon-reduction target for Haringey, in previous Annual Carbon Reports.

### **Consumption-based emissions data:**

Standard territorial accounting of greenhouse gas emissions, such as the London Energy and Greenhouse Gas Inventory (LEGGI), measures the direct emissions produced in the Greater London area. By contrast, consumption-based emissions accounts take a wider view by including the emissions embodied in the goods and services that are imported into London and consumed here. Whilst territorial emissions account for the climate impact of activities occurring in London, consumption-based emissions account for the climate impact of Londoners' lifestyles. The figures represent emissions caused by UK residents and industry whether in the UK or abroad, but exclude emissions within the UK which can be attributed to overseas residents and businesses and those emissions from Land use, Land Use Change and Forestry.

A detailed explanation of consumption-based emissions and the methodology used can be found in the technical report produced by the University of Leeds on the [London Councils website](#). London Councils, GLA and ReLondon have agreed to jointly commission consumption-based emissions accounting on annual basis. The dataset for Haringey can be downloaded separately, alongside the London Councils Briefing Note.

Consumption-based emissions have been analysed from 2001 – 2020, focusing on household consumption across themes: food, housing, transport, goods, services, and government & capital investments. This is the latest available data set.

**Transport Journey data (2000 to 2022):** Road traffic statistics from the [Department for Transport \(DfT\)](#)

Whilst historically significant, the long-term trends can be misleading in most cases due to the extraordinary circumstances observed as a result of the coronavirus pandemic. Vehicle miles travelled in Great Britain have had year-on-year growth in each year between 2011 and 2019. Following a sharp decline in 2020, traffic levels in 2021 and 2022 increased, but 2022 levels still remain lower than the 2016 levels. Therefore, to say traffic has fallen since 2016 would be misleading, as the overall decrease is entirely due to the decline in traffic levels observed during the pandemic.