

London Borough of Haringey

Draft Air Quality Action Plan 2025-2030

Contact details:

Edward Ritchie
Pollution Officer
Carbon Management
5th Floor, Alexandria House
10 Station Road
Wood Green
N22 7TR

E: Pollution@Haringey.gov.uk

Haringey
LONDON

London Borough of Haringey Draft Air Quality Action Plan 2025-2030

Summary

This Air Quality Action Plan (AQAP) has been produced as part of our duty to London Local Air Quality Management. It outlines the action we will take to improve air quality in London Borough of Haringey (Haringey) between 2025-2030.

This action plan replaces the previous action plan, which ran from 2019-2024. Highlights of successful projects delivered through the past action plan include:

- Implementation of 34 School Streets to reduce road danger, improve air quality and tackle congestion near school gates, making it easier and safer to walk and cycle to school, while protecting children from air pollutants in their developmental years. And delivering a reduction of 26% in Nitrogen oxide (NOx) levels on average per school.
- Implementation of three Low Traffic Neighbourhoods creating healthier streets by reducing the volume of motor traffic on residential streets as well as encouraging a modal shift to active travel for short journeys.
- Supporting and participating in Car Free Day, delivering both car free days and play streets demonstrating Community Leadership.
- Installation of 231 Electric Vehicle charging points across the borough.
- Working with Spatial Planning and Development Management to ensure robust planning policy and that the air quality impacts from and upon new developments are appropriately assessed and mitigated.
- Delivery of Asthma Friendly Schools Training to increase knowledge of the impacts poor air quality has on asthma with actions on how to mitigate these impacts.
- Public transport improvements and cycling/walking infrastructure being delivered via the Walking and Cycling Action Plan.

Air pollution is the biggest environmental threat to health in the UK (Department of Health, 2022), with between 28,000 and 36,000 deaths a year attributed to long-term exposure. In Haringey, 8.2% of all deaths are estimated to be attributable to air pollution, equivalent of around 100 deaths per year.

The Chief's Medical Officer's comments are echoed in Haringey's Health and Wellbeing Strategy demonstrating that the wider building blocks of health, such as good air quality, have a profound influence on our health and wellbeing. Exposure to air pollution can impact upon human health in the following ways^{1, 2}

- Short term exposure is associated with the worsening of pre-existing conditions such as lung disease and asthma, as well as increased risk of cardiovascular events such as strokes.
- Long term exposure is associated with an increased risk of developing cardiovascular disease, respiratory conditions, cancer, dementia and leads to reduced life expectancy.

¹ Chief Medical Officer's Annual Report 2022 Air pollution. [Chief Medical Officer's annual report 2022: air pollution - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/annual-report-2022-air-pollution).

² Public Health England. *Health matters: Air pollution*. London: Public Health England; 2018. [Health matters: air pollution - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/health-matters-air-pollution).

Anyone can be affected by air pollution. However, some people are more at risk and can be affected by pollution even on lower pollution days. Children are more at risk because their lungs are still developing. Older people are more at risk, particularly if they have existing heart or lung conditions. Air pollution also impacts upon unborn babies, impacting their development and contributing to low birth weights.

A modelling study commissioned by the GLA demonstrated that communities with higher level of deprivation, or a higher proportion of people from a non-white ethnic background, are more likely to be exposed to higher levels of air pollution in London³. Although the gap in air pollution concentrations between the least and most deprived areas has reduced, the most deprived areas are expected to continue to experience higher levels of air pollution projected to 2030, unless further significant action is taken. Research commissioned by the Greater London Authority and Transport for London estimates that if no action is taken to reduce current levels of pollution, by 2050 the cumulative cost of air pollution to the NHS and social care system in London will be £15.4 billion.⁴

Haringey is committed to reducing the exposure of people in the Borough to poor air quality in order to improve health. To do this we have developed actions that can be considered under seven broad topics:

- **Monitoring air quality levels and core statutory duties:** maintaining monitoring networks is critical for understanding where pollution is most acute, and what measures are effective to reduce pollution. There are also a number of other very important statutory duties undertaken by boroughs, which form the basis of action to improve pollution;
- **Emissions from developments and buildings:** emissions from buildings account for about 15% of the Nitrogen Oxides (NO_x) emissions across London so are important in affecting Nitrogen Dioxide (NO₂) concentrations;
- **Public health and awareness raising:** increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution;
- **Delivery servicing and freight:** vehicles delivering goods and services are usually light and heavy-duty diesel-fuelled vehicles with high primary NO₂ emissions;
- **Borough fleet actions:** our fleet includes light and heavy-duty diesel-fuelled vehicles such as mini buses and refuse collection vehicles with high primary NO₂ emissions. Tackling our own fleet means we will be leading by example;
- **Localised solutions:** these seek to improve the environment of neighbourhoods through a combination of council and community measures; and
- **Cleaner transport:** road transport remains the main source of air pollution in London. We need to incentivise a change to walking, cycling and ultra-low emission vehicles (such as electric) as far as possible.

Within the above categories the Greater London Authority (GLA) have identified 9 key priorities that all London Boroughs should be focussing on in addition to other air quality measures. Our priorities are summarised as follows:

1. Enforcing the Non-Road Mobile Machinery (NRMM) Low Emission Zone.
2. Promoting and enforcing Smoke Control Zones.

³ Aether. GLA LAEI AQ Exposure and Inequalities study Part 1 - London analysis. GLA. 2023. <https://www.london.gov.uk/programmes-strategies/environment-and-climate-change/environment-and-climate-change-publications/air-pollution-and-inequalities-london-update-2023>

⁴ Health Lumen Ltd. Modelling the long-term health impacts of changing exposure to NO₂ and PM_{2.5} in London, 2020. [Modelling the long-term health impacts of air pollution in London | London City Hall](#)

3. Promoting and delivering energy efficiency retrofitting projects in workplaces and homes.
4. Supporting alerts services such as Airtext and promoting the Mayor's air pollution forecasts.
5. Reducing pollution in and around schools and extending school audits to other schools in polluted areas.
6. Installing Ultra-Low Emission Vehicle (ULEV) infrastructure.
7. Improving walking and cycling infrastructure: we will build on the work already undertaken in relation to encouraging cycling and walking.
8. Regular Car Free days/temporary road closures in high footfall areas.
9. Reducing emissions from Council fleets.

To achieve these priorities and actions we will work in partnership across the Council with neighbouring authorities and with partners such as the GLA to effectively use the following local levers to tackle air quality issues within our control including:

- i. Delivering transport projects through the Local Implementation Plan (LIP) and Haringey's Transport Strategy.
- ii. Implement joint working with public health professionals.
- iii. Continue to utilise the planning system to drive the air quality agenda via conditions and enforcement where appropriate.
- iv. Encourage the use of lower emission vehicles by the Council, businesses and residents as set out in the Ultra-Low Emission Vehicle Action Plan.
- v. Measures at a wider scale and investigate options to make efficient use of resources by delivering joint actions including London wide NRMM, Healthy Waterways, Anti-idling and School Air Filter projects.

The Council have worked hard to engage with stakeholders and communities who can make a difference to air quality in the borough. We would like to thank all those who have worked with us in the past and we look forward to continued partnership (as well with new partners) as we deliver this new action plan over the coming years.

We also recognise that there are a large number of air quality policy areas that are outside of our influence (such as Euro standards, national vehicle taxation policy, taxis and buses), and so we will continue to work with and lobby regional and central government on issues beyond Haringey's influence.

Responsibilities And Commitment

This AQAP was prepared by the Haringey Council's Pollution Team with the support and agreement of the following officers and departments:

Role/Team/Department	Officer Name
Pollution Officer	Edward Ritchie
Assistant Transport Planning Officer	Oliver Pudney
Head of Recycling Waste & Enforcement	Beth Walzer
Active Travel & Health Officer	Wendy Thorogood
Head of Carbon Management	Joe Baker
Health in All Policies Strategic Lead Officer	Marlene D'Aguilar
Commercial Environmental Health Manager	Felicia Ekemezuma
Principal Park Development Manager	David Theakston
Interim Head of ASB & Enforcement	Tracey Lilley
Programme Director Climate & Wellbeing	Zoe Robertson

Head of Development Management. and Enforcement. Planning	Catherine Smyth
Procurement Policy & Sustainability Manager	Ashish Kumar
Head of Spatial Planning	Bryce Tudball
Assistant Director of Planning, Building Standards & Sustainability	Rob Krzyszowski
Director of Public Health	Will Maimaris

This AQAP has been approved by:

Name of Council member	Name	e-signatures	Date
Director of Public Health	Will Maimaris	To be signed following final reviews after external consultation.	TBC
Director of Environment & Resident Experience	Barry Francis	As above noted,	As above noted,

This AQAP will be subject to an annual review, appraisal of progress and reporting to Directors of Public Health and Environment & Neighbourhoods. Progress each year will be reported in the Annual Status Reports produced by Haringey Council, as part of our statutory London Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Pollution Officer at:

Pollution Team, 5th Floor, Alexandria House, 10 Station Road, Wood Green, N22 7TR, Email: Pollution@haringey.gov.uk

Contents

Summary.....	2
Responsibilities And Commitment	4
Figures	6
Tables.....	6
Abbreviations	7
1. Foreword.....	8
2. Introduction	9
3. Summary of current air quality in Haringey Council	9
3.1. Air Quality Management Areas (AQMA) and Focus Areas	12
3.2. Sources of Pollution in London Borough of Haringey	13
4. London Borough of Haringey's Priorities	16
5. Development and Implementation of London Borough of Haringey's AQAP	16
5.1 Consultation and Stakeholder Engagement	16
5.2 Council Steering Group.....	16
6. Action Plan Table.....	17
6.1. Evaluation Approach	17
6.2. Air Quality Impact.....	17
6.3. Cost	17
6.4. Timescale	18
Appendix A: Response to Consultation.....	38
Appendix B: Reasons for Not Pursuing Action Plan Measures	40

Figures

Figure 1: Modelled map of annual mean NO ₂ concentrations (LAEI, 2019)	10
Figure 2: Modelling map of annual mean PM ₁₀ concentrations (LAEI, 2019).....	11
Figure 3: Modelling map of annual mean PM _{2.5} concentrations (LAEI, 2019)	11
Figure 4: Diffusion tube monitoring location and annual mean NO ₂ concentrations across Haringey for 2023	12
Figure 5: Modelled map of annual NO ₂ concentrations including monitoring locations and Air Quality Focus Areas (LAEI, 2019).....	13
Figure 6: NO _x emissions in Haringey by source (LAEI, 2019).....	14
Figure 7: PM ₁₀ emissions in Haringey by Source (LAEI, 2019)	15
Figure 8: PM _{2.5} emissions in Haringey by Source (LAEI, 2019)	15

Tables

Table 1: NO _x Road emissions in Haringey by Vehicle Type (LAEI, 2019).....	14
Table 2: Air Quality Action Plan 2025-2030 Table of Measures.....	19

Abbreviations

AQAP	Air Quality Action Plan
AQDMP	Air Quality Dust Management Plan
AQMA	Air Quality Management Area
AQN	Air Quality Neutral
AQO	Air Quality Objective
AQP	Air Quality Positive
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
EV	Electric Vehicle
FPN	Fixed Penalty Notice
GLA	Greater London Authority
GI	Green Infrastructure
JSNA	Joint Strategic Needs Assessment
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
LTN	Low Traffic Neighbourhood
NO ₂	Nitrogen Dioxide
NRMM	Non-Road Mobile Machinery
PM ₁₀	Particulate matter less than 10 micron in diameter
PM _{2.5}	Particulate matter less than 2.5 micron in diameter
TEB	Transport Emissions Benchmark
TfL	Transport for London
ULEV	Ultra Low Emission Vehicle

1. Foreword

Please find below a joint statement of intent to work together to deliver the shared aims of improving air pollution from the undersigned Cabinet Member and comments from other local organisations or networks that are playing a significant role in air quality.

We are pleased to present Haringey's Air Quality Action Plan setting out measures to improve air quality in Haringey between 2025 and 2030. This Action Plan replaces the Council's third plan 2019-2024, published in 2019.

Haringey is committed to making the borough a better place to live and work. Air quality affects everyone living and working in the borough and is therefore an integral part of this vision.

A number of initiatives are already in place to improve air quality both London-wide and at a local level and these are already working well. We will build on these initiatives to further encourage active travel, implementation of transport improvements, reduced emissions from new developments and reduced exposure for residents.

This Action Plan sets out how we will work together towards meeting national air quality objectives for nitrogen dioxide (NO₂) and PM₁₀. We cannot achieve this alone, and we will be taking a partnership approach both across Haringey and with the adjoining boroughs.

Haringey had been awarded Clean Air Borough Status by the GLA, meaning that the following criteria were met: political leadership; taking action; leading by example; using the planning system; informing the public and integrating air quality into the public health system. While the GLA no longer awards Clean Air Borough Status to individual boroughs, these principles and examples of best practice continue to be incorporated into this action plan.

Name of Council member	Name	e-signatures	Date
Cabinet Member for Climate Action, Environment, and Transport	Cllr Mike Hakata	To be signed following final reviews after external consultation	TBC
Director of Public Health	Will Maimaris	As above noted	As above noted
Director of Environment & Neighbourhoods,	Barry Francis	As above noted	As above noted

2. Introduction

This report outlines the actions that Haringey will deliver between 2025-2030 in order to reduce concentrations of pollution, and exposure to pollution; thereby positively impacting on the health and quality of life of residents and visitors to the borough.

Air pollution is the biggest environmental threat to health in the UK (Department of Health, 2022), with between 28,000 and 36,000 deaths a year attributed to long-term exposure. In Haringey, 8.2% of all deaths are estimated to be attributable to air pollution, equivalent of around 100 deaths per year.

The Chief's Medical Officer's comments are echoed in Haringey's Health and Wellbeing Strategy, demonstrating that the wider building blocks of health such as good air quality have a profound influence on our health and wellbeing. Exposure to air pollution can impact upon human health in the following ways:

- Short term exposure is associated with the worsening of pre-existing conditions such as lung disease and asthma, as well as increased risk of cardiovascular events such as strokes.
- Long term exposure is associated with an increased risk of developing cardiovascular disease, respiratory conditions, cancer, dementia and leads to reduced life expectancy.

Anyone can be affected by air pollution. However, some people are more at risk and can be affected by pollution even on lower pollution days. Children are more at risk because their lungs are still developing. Older people are more at risk, particularly if they have existing heart or lung conditions. Air pollution also impacts upon unborn babies, impacting their development and contributing to low birth weights.

This action plan has been developed in recognition of the legal requirement on the Local Authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. It also meets the requirements of the London Local Air Quality Management statutory process⁵.

3. Summary of current air quality in Haringey Council

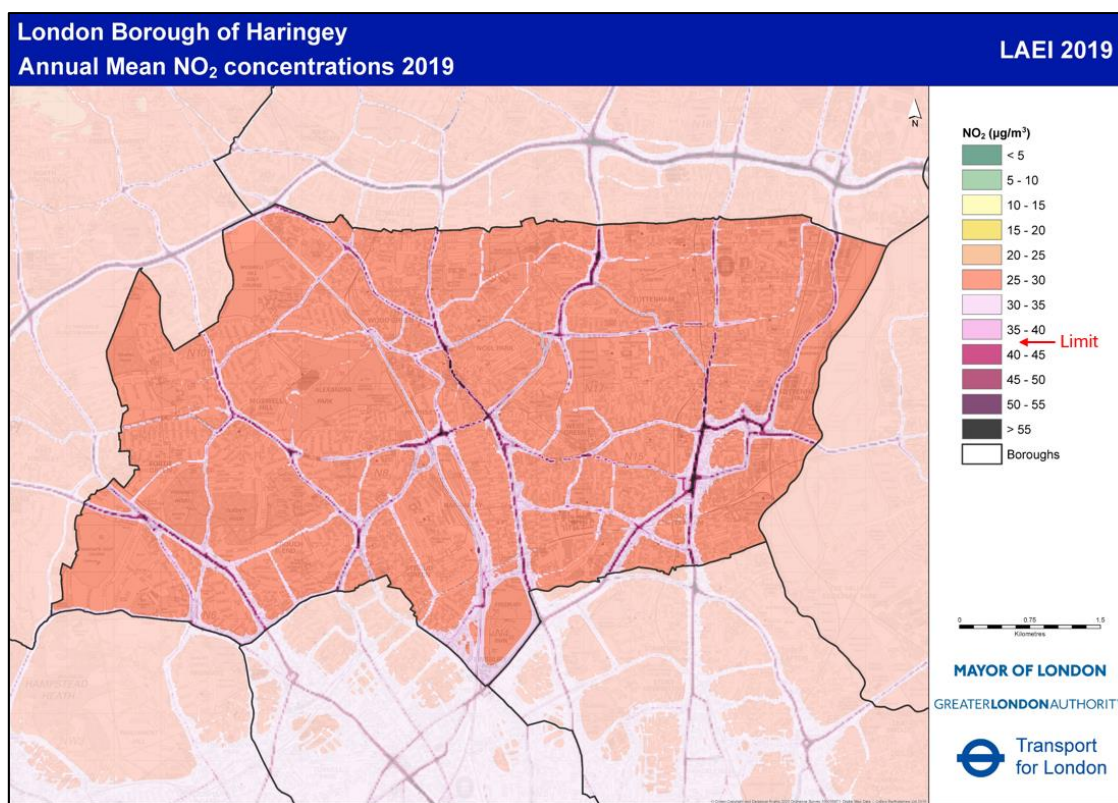
The UK Clean Air Strategy (CAS), published in January 2019, was established by the Government to protect human health. The CAS objectives take into account EU Directives that set limit values and provides the overarching strategic framework for air quality management in the UK. It contains national air quality standards and objectives which member states are legally required to achieve by their target dates, but also the more stringent World Health Organisation targets that have been set for 2020 and 2030.

Haringey is meeting all of the national CAS objectives other than for the gas Nitrogen Dioxide (NO₂). Haringey is meeting the current objectives for Particulate Matter (PM₁₀ and PM_{2.5}) but as this pollutant is damaging to health at any level, this remains a pollutant of concern.

The latest London Atmospheric Emissions Inventory (LAEI) model provides mapped annual mean NO_x, NO₂, PM₁₀ and PM_{2.5} concentrations on a 20m x 20m basis for the whole of London. The LAEI uses air pollution emission estimates from a wide range of sources including transport (including agriculture and long-range), industrial, domestic and commercial combustion, using the most up-to-date activity data, emission factors and projection factors.

⁵ LLAQM Policy and Technical Guidance. <https://laqm.defra.gov.uk/air-quality/guidance/technical-guidance/>

Figure 1 shows the 2019 LAEI baseline annual mean NO₂ concentrations in Haringey. The changes in colours show how the pollution gradient changes, with distance, away from the heavier traffic.



The map shows that much of the borough has pollution levels below the target limit. The highest concentrations of NO₂ which breach the legal limits are found on the busiest main roads in the borough, however pollution levels quickly reduce with distance from the pollution source.

Figure 2 shows the 2019 LAEI baseline annual mean PM₁₀ concentrations in Haringey. Similarly, the changes in colours demonstrate how the pollution gradient changes, with distance, away from heavier traffic.

The map shows that much of the borough has PM₁₀ concentrations below the recommended limit, except for the major roads where the heaviest traffic is expected. However, like NO₂, pollution levels quickly reduce with distance from the pollution source.

Figure 3 shows the 2019 LAEI baseline annual mean PM_{2.5} concentrations in Haringey. There is no evidence that there is a 'safe' limit for PM_{2.5}. These particles are small enough that they penetrate deeply into the lungs and get stuck there, causing negative impacts to human health such as cardiovascular diseases, respiratory diseases and lung cancer.⁶

The map shows that higher concentrations of PM_{2.5} are recorded on the major roads where heavy traffic is expected. However, like NO₂ and PM₁₀, the high pollution levels quickly reduce with distance from the main pollution sources (roads).

Figure 1: Modelled map of annual mean NO₂ concentrations (LAEI, 2019)

⁶ Public Health England. *Health matters: Air pollution*. London: Public Health England; 2018. Available from: [Health matters: air pollution - GOV.UK \(www.gov.uk\)](https://www.gov.uk/health-matters/air-pollution).

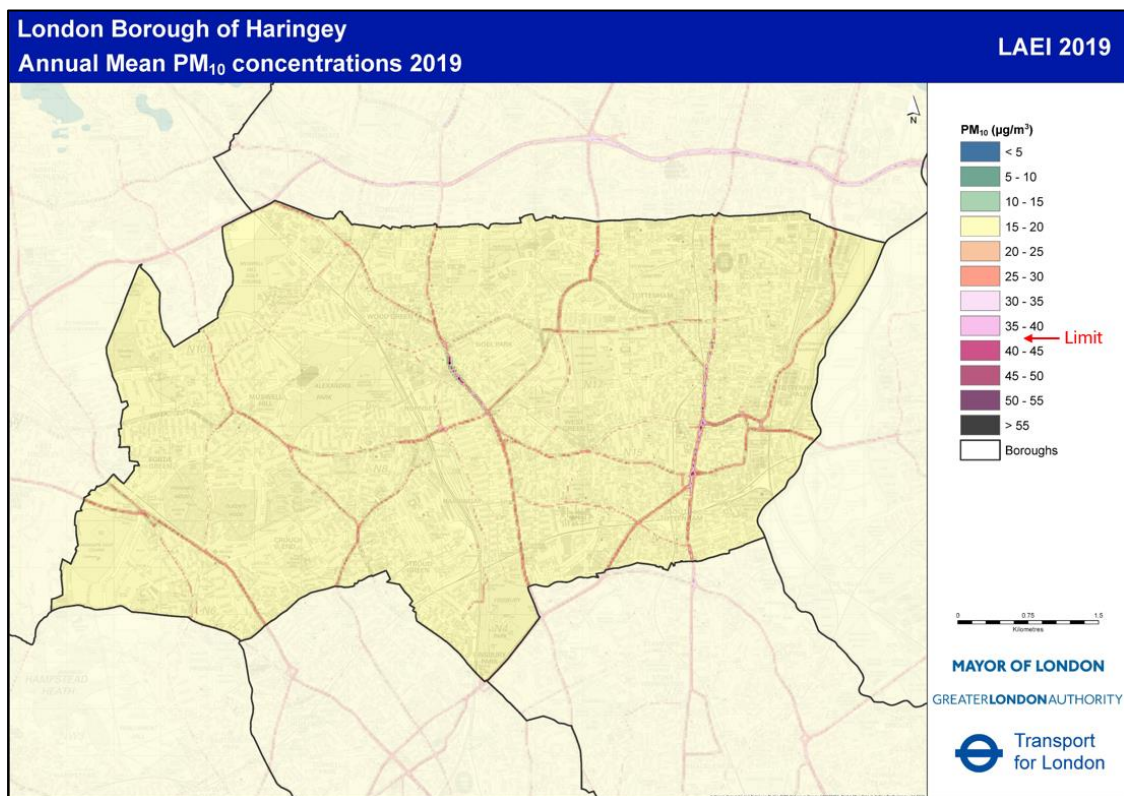


Figure 2: Modelling map of annual mean PM₁₀ concentrations (LAEI, 2019)

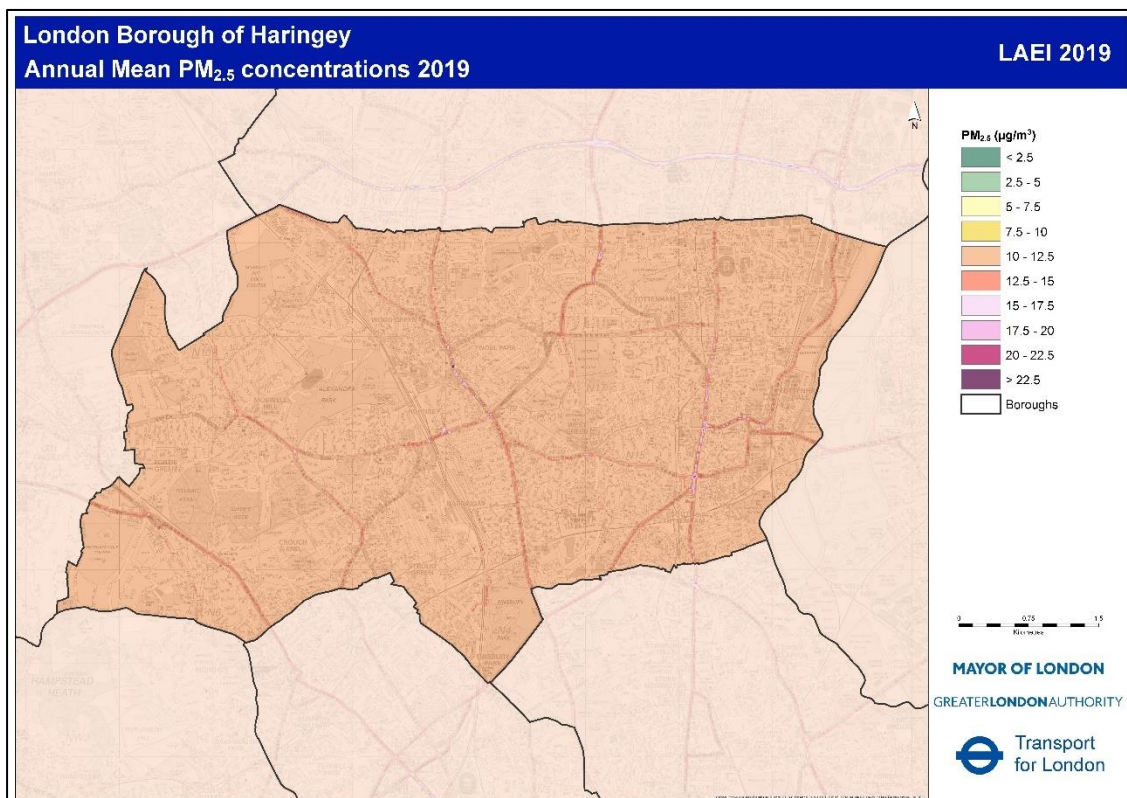


Figure 3: Modelling map of annual mean PM_{2.5} concentrations (LAEI, 2019)

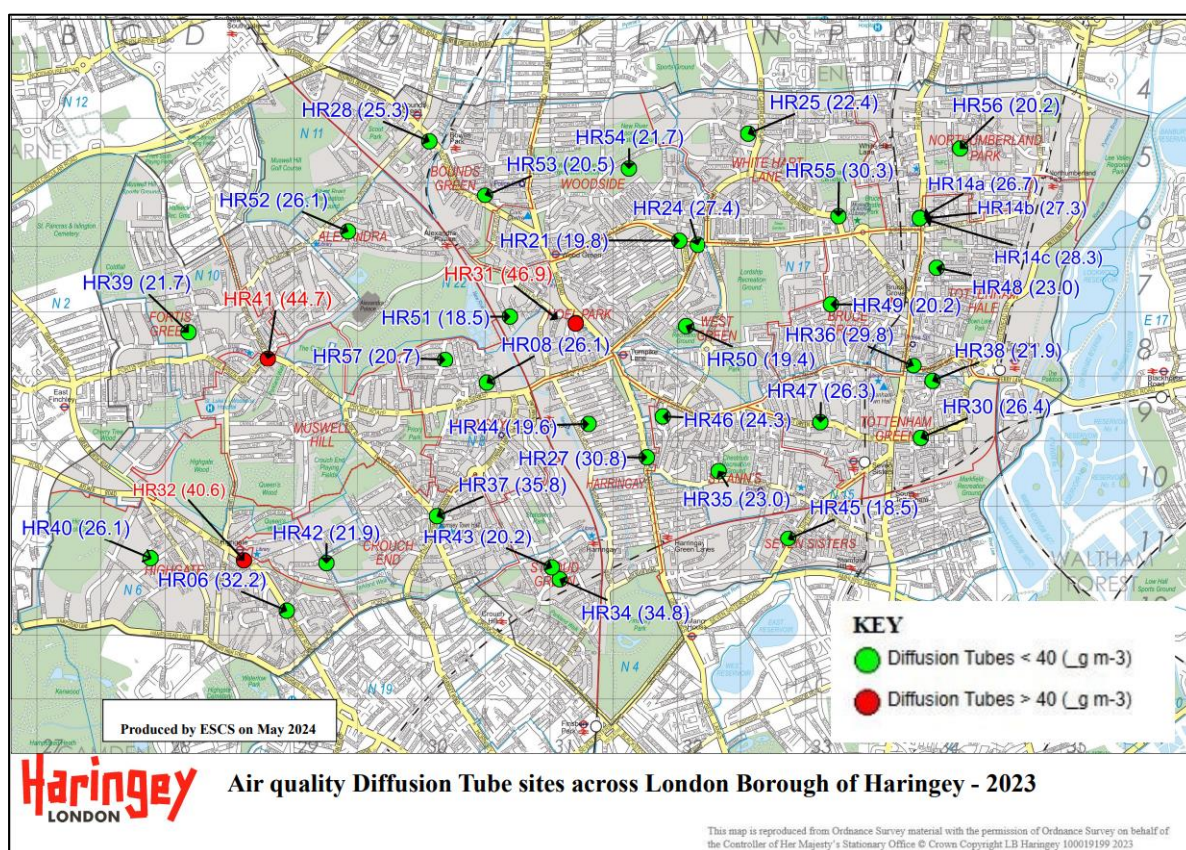
3.1. Air Quality Management Areas (AQMA) and Focus Areas

Haringey was declared an Air Quality Management Area in 2001.

The AQMA declared for nitrogen dioxide (NO₂; annual mean objective) and Particulate Matter (PM₁₀; 24-Hour mean objective), as both pollutants failed to meet the relevant air quality objectives. For PM₁₀, air quality objectives are now largely being achieved, but there are still widespread exceedances of NO₂, particularly along busy and congested roads. Haringey also has a formal responsibility to work towards the national requirement for reductions of PM_{2.5}.

Current NO_x diffusion tube locations and results of the 2023 air quality monitoring round are shown in Figure 4. This monitoring identified three diffusion tube locations that exceeded the annual NO₂ air quality objective. These locations include:

- HR31 – Wood Green High Road
- HR32 – Archway/Southwood
- HR41 – Muswell Hill



5. Tottenham Hale Gyatory and A10 High Road to Bruce Grove

Two of the three exceedances identified in the 2023 air quality monitoring period are located in a GLA 'Focus Area'.

The current air quality Focus Areas along with the pollution concentrations across Haringey can be seen in Figure 5 below.

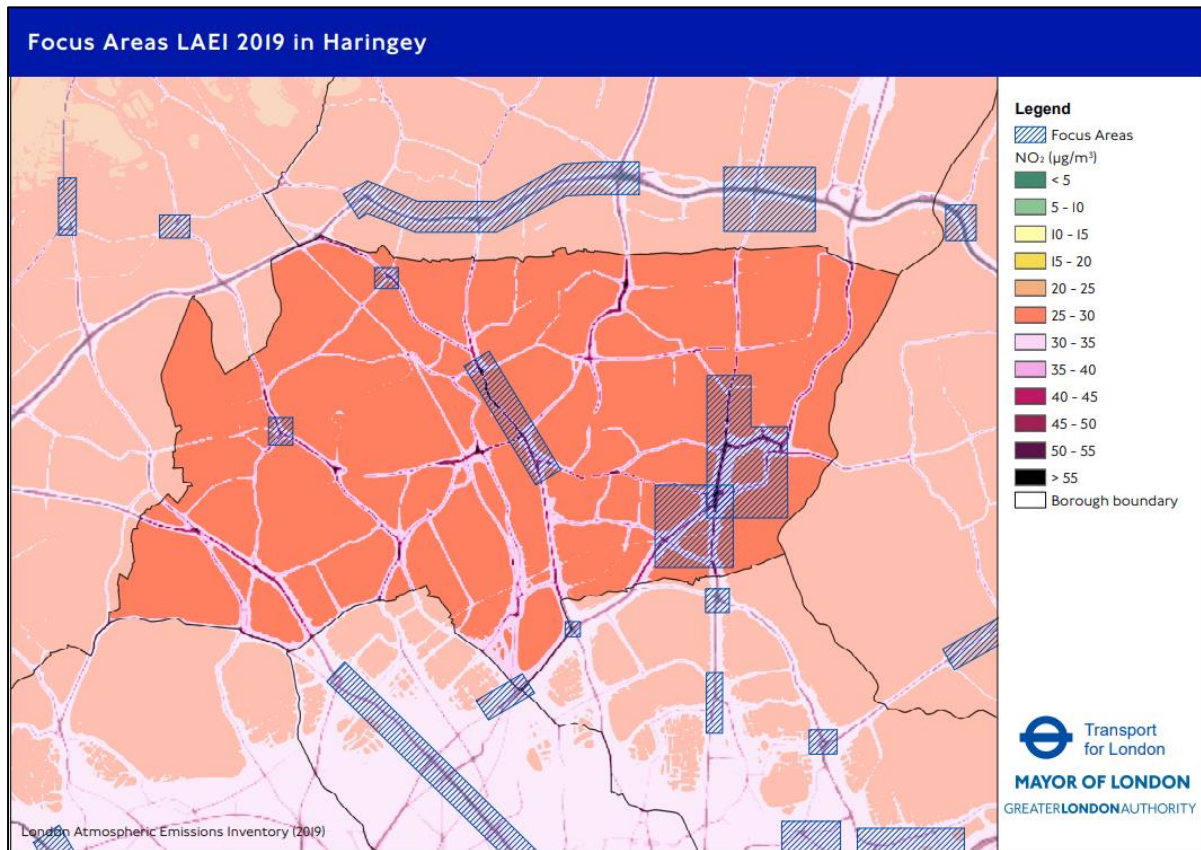


Figure 5: Modelled map of annual NO₂ concentrations including monitoring locations and Air Quality Focus Areas (LAEI, 2019)

3.2. Sources of Pollution in London Borough of Haringey

Pollution in Haringey comes from a variety of sources. This includes pollution from sources outside of the borough, and, in the case of particulate matter, a significant proportion of this comes from outside of London and even the UK.

In the borough, the main sources of NO₂ are road transport, with diesel cars being the predominate vehicular source, as well as domestic and commercial gas sources i.e. boilers for heat/power, (Figure 6 and Table 1).

The main sources of PM₁₀ in the borough are road transport, construction and resuspension. (Figure 7).

The main sources of PM_{2.5} in the borough are road transport, domestic biomass and wood burning. (Figure 8).

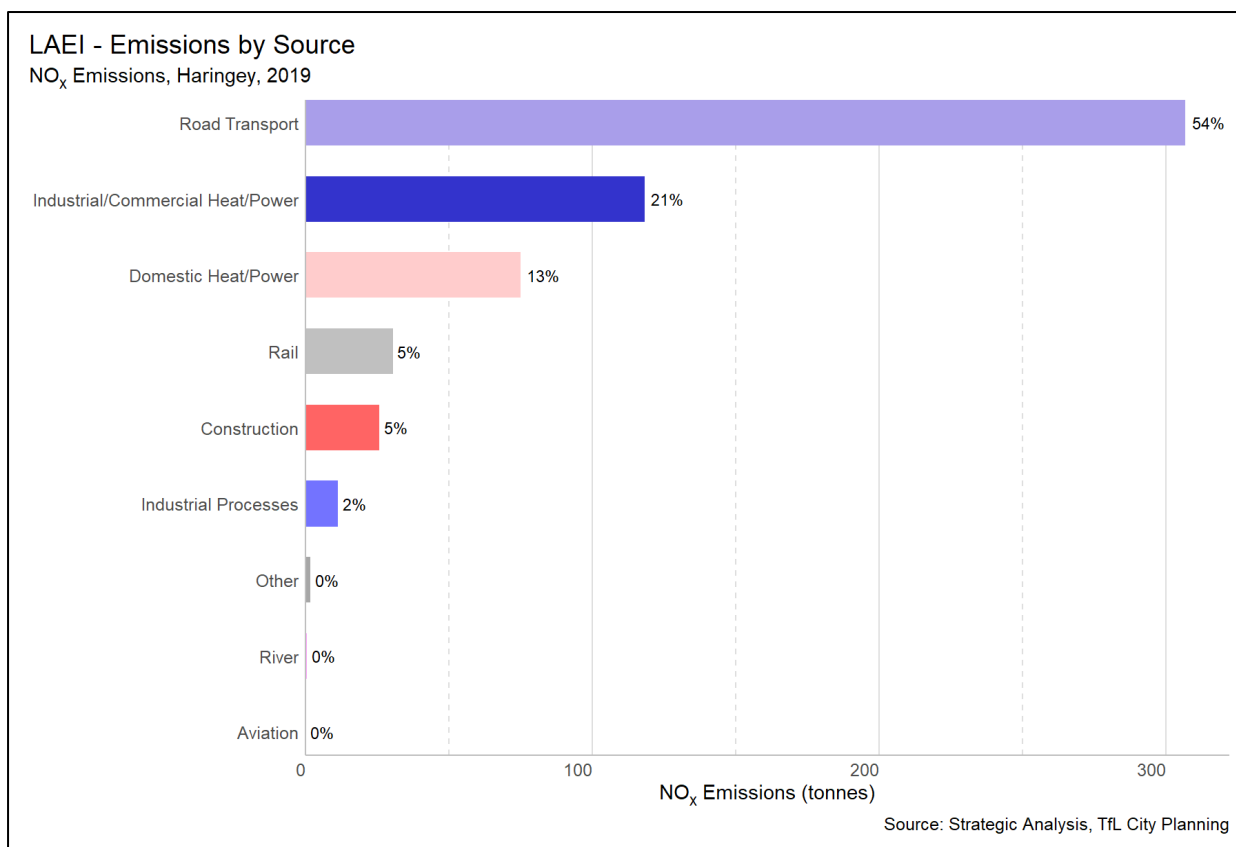


Figure 6: NO_x emissions in Haringey by source (LAEI, 2019)

Table 1: NO_x Road emissions in Haringey by Vehicle Type (LAEI, 2019)

NO _x Road Emissions by Vehicle Type		
Vehicle Type	Emissions (Tonnes)	Emissions (Percentage)
Car - Diesel	108.2	35
LGV - Diesel	80.7	26
HGV - Rigid	27.2	9
Non-TfL Bus/Coach	25	8
Car - Petrol	23.1	8
TfL Bus	18.5	6
Taxi	10.3	3
HGV - Articulated	6	2
PHV - Diesel	5.1	2
Motocycle	2	1
PHV - Petrol	0.6	0
LGV - Petrol	0.1	0
Total	306.8	100

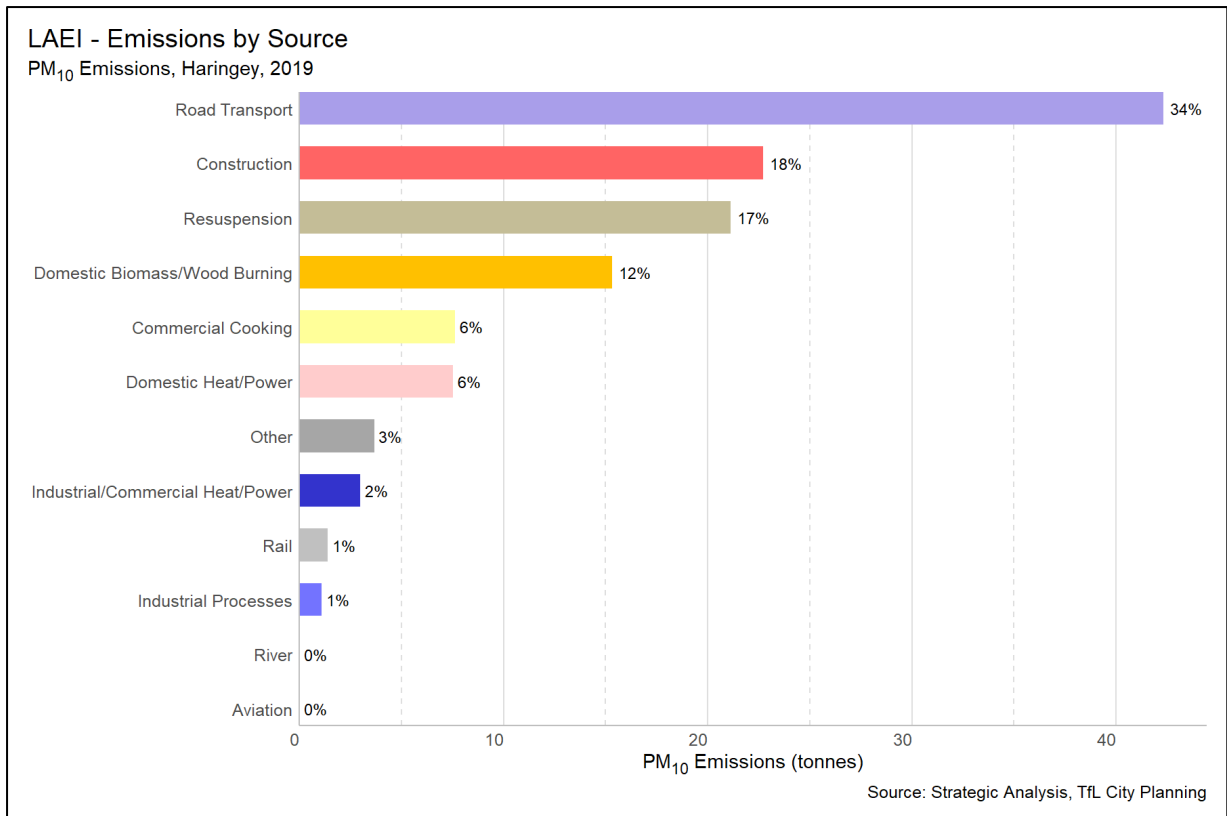


Figure 7: PM₁₀ emissions in Haringey by Source (LAEI, 2019)

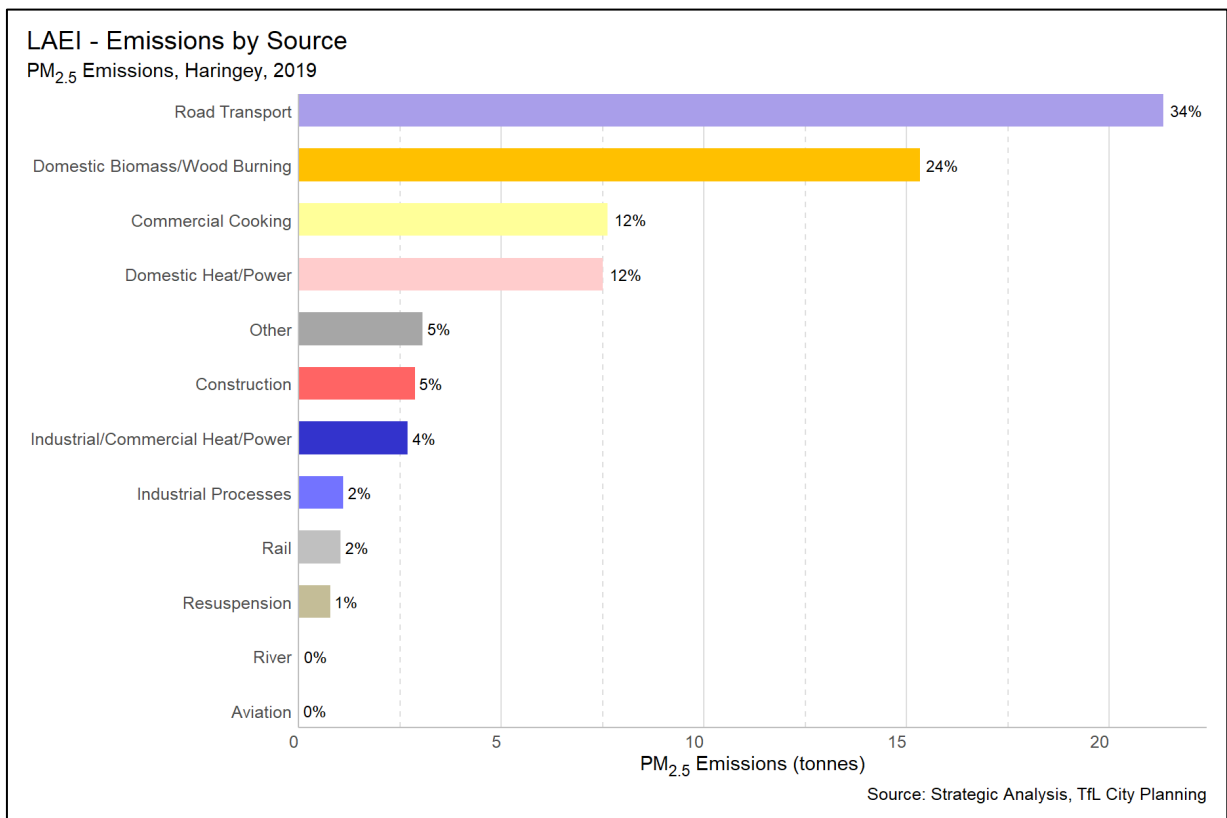


Figure 8: PM_{2.5} emissions in Haringey by Source (LAEI, 2019)

While the main source of NO₂, PM₁₀ and PM_{2.5} pollution in the borough is road transport, there has been significant reductions in road traffic emissions since the adoption of the last AQAP. NO₂ emissions have fallen 7.8%, PM₁₀ emissions have fallen 20.9% and PM_{2.5} emissions have fallen 27%. This reduction has been put down to National and London transport policies such as ULEZ, which have resulted in an increase in combustion engine performance, an increase in the number of electric vehicles on our roads, and facilitated the modal shift to active travel.

4. London Borough of Haringey's Priorities

Borough Vision⁷ - Our vision for Haringey in 2035 is a place where all our residents have the opportunity to thrive and enjoy the best possible version of their life; where the quality of life in every part of the borough is comparable to our cleanest, greenest and safest neighbourhoods. To achieve this, the Council's 10-year vision identifies six 'Calls to Action', these are the priorities that our residents, communities and partners have indicated are the foundations of the future that we want to build. It is through securing progress in these fundamental areas that we will create opportunity, a great quality of life and sense of belonging for all. In order to deliver on these targets, we will work closely with other organisations, and also support residents to act.

The 'Calls to Action' are:

1. Safe and Affordable Housing in Haringey.
2. Thriving Places.
3. Supporting children and young peoples' experiences, and skills.
4. Feeling safe and being safe.
5. Tackling inequalities in Health and Wellbeing.
6. Supporting Greener Choices.

This Air Quality Action Plan will deliver on call to action 5 "Tackling inequalities in Health and Wellbeing" as well as deliver a key outcome in the "Better air quality in Haringey" section of the Corporate Delivery Plan 2024-2026.

We have also published Equality Principles, Partner Statements and Key Pledges for our relationships with Residents, Business and the Voluntary and Community Sector.

5. Development and Implementation of London Borough of Haringey's AQAP

5.1 Consultation and Stakeholder Engagement

This section will set out who, and how the views of statutory consultees and our community have been incorporated into the development of the AQAP. As this is a draft document and the Council have not yet undertaken this consultation, this section will be developed in the final version.

5.2 Council Steering Group

Alongside the groups external to the Council. An air quality steering group comprising representatives from relevant departments across the Council has been set up to develop this

⁷ <https://www.minutes.haringey.gov.uk/documents/s147852/BoroughVision%20Cabinet.pdf>

updated action plan, providing background to the process and to discuss measures for inclusion within the plan.

Follow up meetings were held with individuals Steering Group members to finalise the Action Plan measures and develop targets and KPIs where appropriate.

The draft Air Quality Action Plan was then provided to the Steering Group for comment prior to the wider public consultation.

Monthly Carbon Management and Air Quality One to One meetings are also held with the Cabinet Member for Environment.

6. Action Plan Table

Table 3 shows the London Borough of Haringey AQAP (2025-2030) and contains:

- A list of the actions that form part of the plan;
- The responsible individual and departments/organisations who will deliver this action;
- Estimated cost to the council;
- Expected benefit in terms of emissions and concentration reduction;
- The timescale for implementation
- The outputs, targets and Key Performance Indicators
- How progress will be monitored.

6.1. Evaluation Approach

Within 4.1 the actions are evaluated in relation to their expected impact on:

- Air quality (i.e. reduction in emissions or concentrations)
- Cost; and
- Timescale for implementation

6.2. Air Quality Impact

Air quality impacts have been classified to represent “low” to “high” impact. The higher the impact, the greater the improvement in air quality, i.e. the greater the reduction in NO₂ and/ or PM₁₀ concentrations. For each Action, the expected reduction in annual mean NO₂ and/ or PM₁₀ concentrations has been determined based on professional judgement, drawing, wherever possible, on experience gained from other studies, as well as the LLAQM Borough Air Quality Action Matrix as published by the GLA. The following classification scheme has been used:

- **Low:** Imperceptible (a step in the right direction). Improvements unlikely to be detected within the uncertainties of monitoring and modelling;
- **Medium:** Perceptible (a demonstrable improvement in air quality). An improvement of up to 5% of the objective (2 µg/m³), which could be shown by a modelling scenario. Improvement is not likely to be shown by monitoring due to confounding factors of the weather; and
- **High:** Significant. Improvement of more than 5% of the objective (2 µg/m³). Can be clearly demonstrated by modelling or monitoring (a significant improvement is likely to be delivered by a package of options rather than by a single intervention).

6.3. Cost

The implementation of the measures set out in this Action Plan are dependent on securing a sufficient and consistent level of funding to support any additional staff that may be required, and to deliver the programme. In line with current London Technical guidance, it is not necessary to carry out a detailed cost-benefit analysis. Rather the aim is to provide a broad

indication of costs so that the proposed measures can be ranked according to the cost and the expected improvement to air quality. Costs are represented as follows:

- **'Very Low'** cost is taken to be £10K and under;
- **'Low'** cost is taken to be £10 - £50K;
- **'Medium'** cost is £50K - 500K;
- **'High'** cost is £500K - £2 million; and
- **'Very High'** cost is over £2 million.

6.4. Timescale

The timescale for the implementation of measures have been considered using the following classifications:

- Short-term relates to those measures that can be implemented within 1-2 years;
- Medium-term relates to those implemented within 2-5 years;
- Long-term options are those, which are 6+ years.

Air Quality Action Plan 2025-30 Table of Measures

The actions have been grouped into seven categories: Monitoring and core statutory duties; Emissions from developments and buildings; Public health and awareness raising; Delivery servicing and freight; Borough fleet actions; Localised solutions; and Cleaner transport.

Table 2: Air Quality Action Plan 2025-2030 Table of Measures

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
Monitoring and other core statutory duties	1	a) With the support of all relevant teams, monitoring to include maintaining the borough's three automatic and supporting network of NO _x diffusion tubes and other automated monitors across the borough. Where possible expand monitoring networks, especially around schools and other sensitive receptors.	Pollution	Low – medium	No emissions/concentrations benefit but critical in terms of understanding emissions and concentrations and the impact of action taken.	Ongoing	<p>Outputs/Measures/Targets</p> <ul style="list-style-type: none"> • Outputs to be presented in our Annual Summary Report (ASR) available on our website. • Continue to monitor via 3 automatic monitoring stations and other systems (currently 35 NO_x diffusion tubes and several automatic monitors). • Expansion of PM10 & 2.5 monitoring if evidence shows there is a need, especially in areas with high density of charcoal restaurants, wood burners, etc such as Green Lanes. • Maintain the current number of diffusion tubes (35). • Review diffusion tube locations periodically to reflect changes in the environmental settings, and where there is a need, install additional diffusion tubes. • Explore opportunities to increase indicative monitoring e.g. at schools • Diffusion tubes replacement according to published calendar • Explore potential of installing monitors to be placed around large-scale developments <p>KPIs</p> <ul style="list-style-type: none"> • Over 90% data capture. 	The expansion of our monitoring networks will be dependent on funding and evidence that additional monitoring is required.

							<ul style="list-style-type: none"> Annual NO₂ results not to exceed EU Standards of 40 µg/m³ 	
		b) Complete and submit Annual Status Reports on time.	Pollution	Low medium –	Allows for a much deeper understanding of annual trends across the borough for better management.	Annually	<p><u>Outputs/Measures/Targets:</u></p> <ul style="list-style-type: none"> Content and context of the document found to be satisfactory following a review by GLA/DEFRA Meet submission deadline. Annual publication on website within 10 working days of receiving approval from the GLA. <p><u>KPIs:</u></p> <ul style="list-style-type: none"> Annual publication on website Submission and review following comments on the report by GLA/DEFRA. 	
		c) Update AQAP every five years at a minimum and follow LLAQM guidance when doing this. Amending AQMA's or smoke control orders as required.	All	Low medium –	No emissions/ concentrations benefit but critical in terms of understanding emissions and concentrations and the impact of action taken.	Five years	<p><u>Outputs/Measures/Targets</u></p> <ul style="list-style-type: none"> Content and context of the Air Quality Action Plan (AQAP) found to be satisfactory following a review by GLA/TFL Meet submission deadline Annual publication on website on target deadline AQAP action table kept up to date annually <p><u>KPIs:</u></p> <ul style="list-style-type: none"> Annual review of AQAP and action table Publish new AQAP by 2025 	

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implementation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
Emissions from developments and buildings	2	Ensuring emissions from demolition and construction are minimised	Development Management Planning Policy Pollution Enforcement Response	Very Low to Low	Medium-High Localised benefits but likely not quantifiable.	Short	<p><u>Outputs/Measures/Targets:</u></p> <ul style="list-style-type: none"> Continue to ensure that construction and demolition environmental management plans are referred to pollution for review at the discharge stage. Continue to ensure all air quality conditions are discharged prior to development starting/occupation Continue to require Air Quality Dust Management Plans (AQDMP) by condition for major developments Compile Annual Status report (ASR) and submit to GLA/DEFRA Continue to ensure that construction related complaints (>10 units) are referred for enforcement. Log complaints and enforcement actions. S106 agreements and Planning Conditions to reflect the air quality need. <p><u>KPIs:</u></p> <ul style="list-style-type: none"> Ensure 100% of all major planning applications have Air Quality Assessment, NRMM and AQDP conditions. Reduction in air pollution complaints from construction sites over the course of the AQAP year on year Overall reduction of LAEI 2019 construction related PM10 & 2.5 emissions. 	<p>Planning condition(s) and S106 agreements to include where appropriate:</p> <ul style="list-style-type: none"> Air Quality Assessment Air Quality Neutral Assessment Air Quality Positive Assessment Demolition Environment Management Plan Construction Environment Management Plan Considerate Constructors Scheme Registration NRMM Funding for long term air quality monitoring <p>Asbestos management</p>

	3	Ensuring enforcement of Non-Road Mobile Machinery (NRMM) Air Quality Policies	Pollution Development Management	Low	Medium-High Localised benefits but likely not quantifiable.	Short	<p><u>Outputs /Measures/targets</u></p> <ul style="list-style-type: none"> Continue to support London NRMM Enforcement Project. Statistics to be reported in our Annual Status Report including number of applications with NRMM conditions. Log of enforcement visits to be kept. Increase Inspection on sites with NRMM requirements and keep a register. All major planning applications conditioned with NRMM requirements. Disseminate NRMM literature to site managers during site visits as part of London wide NRMM project. <p><u>KPIs:</u></p> <ul style="list-style-type: none"> Aim for 100% of major applications to be registered at http://nrmm.london/ Monitor and report the percentage of developments that comply to the NRMM requirements, targeting 100% compliance. Reporting on collection of S106 contributions on construction management issues in annual status report/annual statement. Reductions in the number of complaints associated with NRMM. 	From January 2025, NRMM Low Emission Zone standards will be EU Stage IV across Greater London.
	4	Reducing emissions from CHP	Development Management Pollution Carbon Management	Low	<p>Localised benefits but likely not quantifiable.</p> <p>In recent years there have been limited applications proposing the installation of CHP in Haringey, with applicants choosing to install low or no emission alternatives (ASHP, PV Panels)</p>	Ongoing	<p><u>Outputs/Measures/Targets:</u></p> <ul style="list-style-type: none"> Condition requiring ultra-low NOx emission boiler installation. Continue to keep and update a register of all developments with CHP. Ensure that Planning continue to refer all air quality assessments and energy strategies to the Pollution Team for comments before discharge of conditions. <p><u>KPIs:</u></p>	

							<ul style="list-style-type: none"> • Ensure 100% of any new CHP installations are compliant with the London Plan. • Monitor and report the number of existing combustion -based CHP engines that are removed/replaced with lower carbon heat sources. 	
	5	Enforce Air Quality Neutral (AQN) and Air Quality Positive (AQP) Policy	Development Management Pollution	Very Low to Low (No cost to the Council)	Localised benefits but likely not quantifiable. Currently enforced in Haringey using planning conditions	Ongoing	<p><u>Outputs/Measures/Targets:</u></p> <ul style="list-style-type: none"> • Ensure that AQN planning conditions are applied and enforced to all eligible developments. Where appropriate, also apply AQP standards. • Disseminate and signpost' information to help understand that development design and onsite mitigations are preferred pathways to achieving AQN or AQP, with offsetting payments used as a last resort. <p><u>KPIs:</u></p> <ul style="list-style-type: none"> • Ensure 100% of eligible developments meet AQN/AQP Standards. • Report number of planning applications that were required to submit AQN and/or AQP assessments in Annual Status Report. 	

	6	Ensuring Adequate, appropriate and well-located green space and infrastructure is included in new and existing developments	Development Management	Low	Low-Medium	Short-Medium	<p><u>Outputs/Measures/Targets:</u></p> <ul style="list-style-type: none"> Ensure that the relevant greening policies of the London and Local Plan (Haringey Development Plan document DPD DM20) are followed by developers, such as biodiversity, trees and adequate provision of open green space. Ensuring that exposure in amenity spaces is considered at the design stage and as part of the Air Quality assessment for new development and redevelopment proposal Support air quality and biodiversity officers to jointly comment on green spaces and infrastructure. <p><u>KPIs:</u></p> <ul style="list-style-type: none"> Ensuring officer comment on 100% of applicable planning applications. Monitor the number of proposals or projects where green infrastructure is used or enhanced to provide low exposure walking and cycling routes. 	Haringey Development Plan document DPD DM20
	7	Declaring Smoke Control Zones and ensuring they are fully promoted and enforced. Updating these as required.	<p>Pollution</p> <p>Commercial Environmental Health</p> <p>Enforcement Response</p>	Low	<p>Low</p> <p>Localised benefits.</p> <p>Domestic combustion (wood, coal, solid smokeless fuels, etc). is estimated to produce approx. 44% of particulate emissions nationally. Domestic wood burning is estimated to contribute to 17 % of all London-wide PM_{2.5} emissions.</p>	Ongoing	<p><u>Outputs/Measures/Targets:</u></p> <ul style="list-style-type: none"> Review Haringey's current smoke control orders, exploring the potential to include moored vessels within the control area, in line Environment Act 2021. Investigate all complaints of dark smoke within 10 working days by the Pollution Team or Enforcement Team as appropriate. Provide advice to residents on the types of authorised fuels and exempt appliances available to help prevent smoke emissions across the borough Expansion of PM10 & 2.5 monitoring in smoke nuisance hotspots if evidence shows there is a need, especially in areas with high density of charcoal restaurants, wood burners, etc. 	Details of our Smoke Control area can be found on the Smoke Control Area Interactive Map by DEFRA.

							<ul style="list-style-type: none"> Continue membership of the GLA Wood Burning Group. Continue to engage with and disseminate information from the Pan-London "Healthy Waterways" Project. <p>KPIs:</p> <ul style="list-style-type: none"> Ensure 100% of complaints are investigated in 10 working days. Launch a public consultation to gather resident feedback on the proposal to include moored vessels into the scope of the boroughs smoke control orders by 2026. Report the total number of bonfire/smoke complaints that were received in Annual Status Reports, targeting a 10% year on year decrease in number of complaints over the course of this action plan. 	
	8	Promoting and delivering energy efficiency and energy supply retrofitting projects in workplaces and homes through retrofit programmes such as Zero Carbon Accelerator and through borough carbon offset funds.	Carbon Management	Low Funding Dependent	Low- Medium	Ongoing Updated Affordable Energy Strategy by Summer 2025	<p><u>Outputs/Measures/Targets:</u></p> <ul style="list-style-type: none"> Use of Zero Carbon Accelerator to Improve Energy Efficiency in Haringey's cooperate buildings. Deliver home improvements such as loft and roof insulation, energy efficient boilers, upgrades to communal boilers and double-glazed windows through major works programme. Phase out the installation of new gas boilers after 2026 and replace them with decarbonised heating systems. Engage with private landlords to go beyond the minimum standard of Energy Performance required. Promote the Warmer Homes schemes, providing free heating, insulation and ventilation improvements for low-income Londoners who own their own homes or rent privately. Continue to partner with SHINE London to tackle fuel poverty in the borough, providing a Home Energy Doctor service. 	<p>Council Housing Energy Action Plan</p> <p>Affordable Energy Strategy 2020-2025.</p> <p>Haringey Climate Change Action Plan</p> <p>Specific KPIs are likely to be outlined in the upcoming Affordable Energy Strategy</p> <p>The number of SHINE referrals made and Energy Doctor visits undertaken are funding dependant.</p>

							<ul style="list-style-type: none"> Continue to facilitate the design and development of low to no carbon solutions in Tottenham Hale, North Tottenham and Wood Green. To maximise the opportunities to achieve zero carbon on-site and to collect carbon offsetting contributions to maintain the Carbon Community Fund. Review and update the council's Affordable Energy Strategy. <p>KPIs:</p> <ul style="list-style-type: none"> All existing council-owned commercial assets to achieve an average of EPC B or better by 2035. Retrofit council-owned homes to achieve an average of EPC B by 2035. Aim for an average of EPC C standard for private sector housing by 2035. Monitor and report the number of retrofit works undertaken. Target 405 SHINE referrals, and 135 Energy Doctor visits undertaken per year. Number of Landlords engaged. Number/Type of Carbon Community projects funded by carbon offsetting contributions. 	
	9	Increase the deployment of renewables across the Council estate and buildings across the borough. Replacing locally emitting energy sources (such as boilers) Through use of SALX, PSDf, Zero Carbon Accelerator,	Carbon Management	Low Funding Dependent	Low- Medium	Ongoing	<p>Outputs/Measures/Targets:</p> <ul style="list-style-type: none"> An increase in the number of solar panel systems in the Council and across the borough. <p>KPIs:</p> <ul style="list-style-type: none"> Number of solar energy systems on the Council estate. Number of national and regional solar schemes promoted for residents and businesses. Delivery of a building retrofit guide for the borough, targeting publication in 2026. Guide to be reviewed and updated annually. The amount for external funding secured for these projects. 	The annual review of the retrofit guide will be resource and funding dependant.

							<ul style="list-style-type: none">• The number of students who go through Capital City College (formally CONEL) on solar installation projects (per year)	
--	--	--	--	--	--	--	---	--

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
Public Health and awareness raising.	10	Public Health taking shared responsibility for borough air quality issues and Implementation of Air Quality Action Plans.	Public Health Pollution	Low	Not likely quantifiable, however this will benefit air quality initiatives via enhanced co-ordination, increased support for campaigns, and access to funding.	Ongoing	<u>Outputs /Measures/targets</u> <ul style="list-style-type: none"> Director of Public Health reviews and is a signatory of Annual Status Reports and Air Quality Actions Plans. Air quality information to be regularly reviewed and integrated into Joint Strategic Needs Assessments (JSNA) Provide further materials for public health awareness/education campaign with schools and vulnerable groups surrounding asthma and air quality. <u>KPIs:</u> <ul style="list-style-type: none"> Ensure Director of Public Health signs off AQAP and Annual Status Reports. Number of joint Public Health/Pollution projects and awareness campaigns delivered. Publish updated Air Quality JSNA by Summer 2025. 	Joint Strategic Needs Assessment (JSNA)
	11	Supporting Airtext, promotion and dissemination of high pollution alert services	Pollution Smarter Travel	Very Low	Low Protecting individual health and reducing exposure to air pollution	Ongoing	<u>Outputs/Measures/Targets:</u> <ul style="list-style-type: none"> Promote Airtext service to Schools via Smarter Travel Team. Disseminate Airtext/air pollution information leaflets to schools via Smarter Travel Team as well as at community events and stands. Continue to fund Airtext message service for Haringey. Re-publicise GLA/Mayor's office social media and email pollution alerts via Comms. and social media <u>KPIs:</u> <ul style="list-style-type: none"> Ensure 100% of schools are signed up to receive GLA email alerts/AirText for high pollution alerts. 	Airtext Sign up webpage

						<ul style="list-style-type: none"> Monitor and report the number of sign-ups to Airtex in the borough targeting 100 sign-ups per year, with a year on year increase. Estimate the reach of the pollution alerts within the borough. 	
12	Encourage schools to join the TfL Travel for Life (Formally STARS) accredited travel planning programme	Smarter Travel	Low	Low	Ongoing	<p><u>Outputs/Measures/Targets:</u></p> <ul style="list-style-type: none"> Continue to promote and encourage schools to sign up to Travel for Life scheme Create and disseminate activities and resources to promote a sustainable approach to travel. Work with our schools to engage with the scheme and support them to achieve accreditation. Encourage schools to share news, stories and activities generated throughout the accreditation process. <p><u>KPIs:</u></p> <ul style="list-style-type: none"> Increase of the number of schools obtaining gold accreditation to reach 50 schools by 2030. Target 100% of schools in the borough to be engaged with the scheme. Report on the number of schools that have upgraded their accreditation year on year, targeting 15% each year. 	
13	Air quality in and around schools	Transport Planning Pollution Smarter Travel Public Health	Funding Dependant Low – Medium	Low – Medium	Ongoing 2025 onwards for Healthy School Zones	<p><u>Outputs/Measures/Targets:</u></p> <ul style="list-style-type: none"> Continue to promote and encourage schools to sign up to Travel for Life scheme. Review air quality monitoring at schools, and where there is a need, install additional monitors. Continue to implement School Streets across the borough. Design and implement "Healthy School Zones" and individual air quality action plans for schools where it is not possible to have school streets. 	<p>Delivery of Healthy School Zones is funding dependant. Further information can be found here</p> <p>The GLA are soon to launch a combined Air Quality Project for schools linking into the Greener Schools Carbon Reduction Programme.</p>

							<ul style="list-style-type: none"> • Design and promote an Anti-Idling Campaign, targeting schools where it is has not possible to implement a school street. • Engage in existing and future GLA school air quality projects, including air quality filtration project. • Deliver Asthma Friendly Schools Programme to improve asthma management, including awareness of air pollution, its impacts, how to monitor it locally, and how to mitigate it • Subject to staffing and resources, provide presentations and guidance documents at schools on how to improve air quality and actions to take on high pollution days. • Identify further projects within schools with AQ in Focus Areas. <p><u>KPIs:</u></p> <ul style="list-style-type: none"> • To deliver as a minimum an additional 16 school streets over the course of this action plan • Deliver 31 “Healthy School Zones” over the course of this action plan. Report on the progress on this scheme annually in the ASR. • Decrease in the number of complaints of idling cars outside schools without school streets as a result of the anti-idling campaign. • Target 40 schools attending accredited Asthma Friendly workshop/training by 2030. • A minimum of 40 schools obtaining Asthma Friendly Status by 2030. • Ensure that all GLA funding bids to reduce pollution sources or exposure to poor air quality are fully considered. 	
--	--	--	--	--	--	--	---	--

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
Delivery and servicing and freight	14	Update of procurement policies to reduce pollution from logistics and servicing	Strategic Procurement	Very Low	Low	Ongoing Social Value Policy expected in late 2025.	<p><u>Outputs /Measures/targets</u></p> <ul style="list-style-type: none"> Continue to include requirements within our procurements that require and reward suppliers for using low emission and electric vehicles. Require suppliers with large fleets to have attained Silver Fleet Operator Recognition Scheme (FORS) accreditation or equivalent standard for schemes with a high / cumulative impact. Review sustainability and Environmental Initiatives in our Procurement Strategy. Development of a new Social Value Policy, using the updated TOM System and delivery of associated staff training. <p><u>KPIs:</u></p> <ul style="list-style-type: none"> Target 100% of tenders to include climate and air quality TOMS as part of their tender process, where applicable. 100% of contracts meeting their Social Value Commitments. 50 staff training sessions delivered each year. 	Procurement Strategy 2020-2025
	15	Reducing emissions from deliveries to local businesses and residents	Transport and Highways Pollution Business Support	Low-Medium	Low	2026	<p><u>Outputs/Measures/Targets:</u></p> <ul style="list-style-type: none"> Create and disseminate guidance documents outlining how local businesses can reduce their impact on local air quality. Include guidance in Sustain Haringey programme communications. <p><u>KPIs:</u></p> <ul style="list-style-type: none"> 5 businesses engaged per year. 	Business engagement will be resource dependant as Haringey currently does not have a low emissions officer in post.

Borough Fleet	16	Reducing emissions from council fleets	Corporate Resources	Medium High	–	Medium	Ongoing	<p><u>Outputs/Measures/Targets:</u></p> <ul style="list-style-type: none"> Undertake a Corporate review of Council owned fleet and associated management processes. Upgrade or replace vehicles used for council business with low emission EV vehicles where feasible. Deliver a strategy document for the electrification of the Council's Fleet by 2025. Set a requirement within the new waste management contract, mandating that a large proportion of the fleet must be low emission vehicles. <p><u>KPIs:</u></p> <ul style="list-style-type: none"> Monitor and report on fleet renewal or replacement to less polluting standard. 	<p>The Corporate Delivery Plan 2024-2026</p> <p>Specific KPIs are likely to be outlined in the upcoming Council Fleet Action Plan</p>
			Waste Team Housing Management Parks Team				<p>Strategy document by 2025</p> <p>New waste management contract set to start in 2027.</p>		

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implementation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
Localised Solutions	17	Expanding and improving green infrastructure (GI)-	Development Management Regeneration Parks Pollution	Medium	Low Strong visual impact, reinforcing air quality message.	Ongoing	<p><u>Outputs /Measures/targets</u></p> <ul style="list-style-type: none"> Develop additional open space in areas of deficiency, particularly in the East of the borough. Plan and organise a calendar of events, including an annual parks summit, to promote and celebrate community involvement and activity in parks. Increase the overall area of green space through the delivery of pocket parks. Increase tree canopy cover and plant new trees across the borough to improve air quality and reduce ambient temperatures. Work towards making the management of Haringey's parks net zero carbon by 2041, by reducing and eliminating carbon generation from buildings, plant, vehicles and machinery across the parks service. <p><u>KPIs:</u></p> <ul style="list-style-type: none"> Record the number of Green Infrastructure projects implemented by the Council. Delivery of 250m² of pocket parks each year, supported by the new local plan. Develop and publish an Urban Forest Strategy by 2025. Plant a minimum of 10,000 new trees by 2030 to improve air quality and reduce ambient temperatures. 	<p>Parks and Green Space Strategy (2023)</p> <p>Specific KPIs are likely to be outlined in the upcoming Urban Forrest strategy.</p>

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
Cleaner Transport	18	Ensuring that Transport and Air Quality policies and projects are integrated	Transport Planning Development Management Pollution	Low	Medium	Ongoing	<p><u>Outputs /Measures/targets</u></p> <ul style="list-style-type: none"> Regular meetings and formal processes in place to ensure teams can communicate and collaborate effectively, providing input into all relevant projects and schemes including AQAPs, LTNs and School Streets, etc. Work with TfL and GLA to reduce emissions from transport sources. Revise the Borough's current Transport Strategy, with emphasis likely to be given to public and sustainable transport in line with air quality and public health policies/strategies including this air quality action plan. <p><u>KPIs:</u></p> <ul style="list-style-type: none"> Delivery of updated Transport Strategy expected delivery in 2025. Review and update current policies through the emerging new Local Plan 	Current Transport Strategy can be viewed here
	19	Discouraging unnecessary idling by taxis and other vehicles	Pollution Transport Planning Smarter Travel Enforcement	Low	Low	Ongoing	<p><u>Outputs /Measures/targets</u></p> <ul style="list-style-type: none"> Continue to engage with and disseminate information from Pan London Anti-Idling Projects. Reduce emissions from idling vehicles through awareness raising and taking enforcement action. Ensure that 100% of officers are trained on car idling and how to issue Fixed Penalty Notices (FPNs). Review current policies and develop a borough wide anti-idling campaign by early 2027. <p><u>KPIs:</u></p>	

							<ul style="list-style-type: none"> Number of vehicles approached to stop idling. Number of FPNs issued for vehicle idling. 	
	20	Regular temporary car free days	Pollution Transport Planning Smarter Travel	Low	Medium	By 2025	<p><u>Outputs /Measures/targets</u></p> <ul style="list-style-type: none"> Deliver regular temporary car free days working with schools, community groups and other relevant organisations. Organise a "Ride around the Borough" day to encourage and promote active travel with schools and community groups. Implement and gain lessons from the organisation of car free days. <p><u>KPIs:</u></p> <ul style="list-style-type: none"> Annual events review organised. 5 car free days organised over the course of the plan. Organise 2 School Play Street days per year, supporting additional days were appropriate. 10 schools engaged with "Ride around the Borough" each year. 	
	21	Using parking policy to reduce pollution emissions	Parking & Highways Finance	Low	Medium	Parking Strategy Adopted in 2024	<p><u>Outputs /Measures/targets</u></p> <ul style="list-style-type: none"> Update parking permit charging based on vehicle emissions, fuel type (diesel surcharging), and multiple vehicle households. Implement changes to subsequent permit surcharges to encourage the reduction in multi-vehicle households / addresses. Review options & implement additional measures to encourage ULEV / electric vehicle car club vehicles. Update and implement planning policy to reduce the need to travel by more polluting means and support more sustainable travel. <p><u>KPIs:</u></p>	Haringey parking strategy - August 2024

						<ul style="list-style-type: none">Reduction in the number of diesel permits issued year on year.Reduction in the number of households with multiple vehicle permits.Comparison of fine income against other boroughs.		
22	Installation of Ultra-low Emission Vehicle (ULEV) infrastructure (electric vehicle charging points, rapid electric vehicle charging point and hydrogen refuelling stations)	Transport Planning	Low		Medium	Ongoing	<p><u>Outputs /Measures/targets</u></p> <ul style="list-style-type: none">Continue to support the Mayors' vehicle emission targets, including aiming all taxis and private-hire vehicles to be zero emission capable by 2033.Increase the number EV charging points across the borough.Engage with local businesses and promote the benefits of electric vehicle take up.Continue to submit applications for funding, including Department for Transport's Office of Zero Emission Vehicles (OZEV) LEVI funding. <p><u>KPIs:</u></p> <ul style="list-style-type: none">Monitor and report on the number of EV charging points installed, targeting a year-on-year increase.Number of businesses engaged.Monitor the amount of funding (if any) received each year and report in ASR.Review of lessons learnt with each funding application.	<p>Ultra Low electric vehicle action plan 2019-2029</p> <p>Funding for EV charging infrastructure improvements is dependent on available budget that the council plan to assign for each upcoming year, therefore no specific targets for the life span of this action plan have been set at this stage..</p>
23	Provision of infrastructure to support walking and cycling	Transport Planning Smarter Travel	Medium High	–	Low – Medium	Action Plan Adopted in 2022	<p><u>Outputs /Measures/targets</u></p> <ul style="list-style-type: none">Continue to adopt a Healthy Street Approach to help everyone to use less cars and to walk, cycle and use public transport.Increase modal share for walking and cycling via implementation of additional cycle lanes, quiet-ways and walking routes.	<p>Haringey adopted walking and cycling action plan 2022</p> <p>Funding for cycle storage improvements is dependent on available budget that the council plan to assign for each upcoming year, therefore no specific targets for the life span of this action plan have been set at this stage..</p>

							<ul style="list-style-type: none"> • Deliver additional cycle storage and cycle hangers to meet growing demand. • Promote and support cycling across the borough by delivering cycle training and providing cycle maintenance through Dr. Bike sessions. • Promote the Try Before You Bike Scheme to encourage behaviour change and model shift to cycling. • Continue to support, monitor and report on the borough's trail dockless e-bike hire scheme, with an option to make this scheme permanent, subject to a Cabinet decision (2026). • Update and implement planning policy to reduce the need to travel by more polluting means and support more sustainable travel. <p><u>KPIs:</u></p> <ul style="list-style-type: none"> • Monitor and report the number of cycle training sessions delivered, targeting a year-on-year increase. • Monitor and report the number of residents using the Try Before you Bike scheme, targeting a year-on-year increase. • Hold at least 20 Dr. Bike sessions each year. • Report on the number of e-bike journeys taken using the dockless scheme. • 88 % of all trips to be made on foot, by cycle or using public transport by 2041. • 81% of Haringey residents living within 400m of the strategic cycle network by 2041. • Delivery of improvements in bike storage and cycle hangers, worth £200k in 2026. • Number of additional bike storage, cycle hangers and dockless e-bike bays delivered each year. 	
--	--	--	--	--	--	--	--	--

Appendix A: Response to Consultation

Table A.1 Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

Category	Consultee name	Role/authority	Response
Internal stakeholders	Oliver Pudney	Assistant Transport Planning Officer	
	Beth Walzer	Head of Recycling Waste & Enforcement	
	Wendy Thorogood	Active Travel & Health Officer	
	Joe Baker	Head of Carbon Management	
	Marlene D'Aguilar	Health in All Policies Strategic Lead Officer	
	Felicia Ekemezuma	Commercial Environmental Health Manager	
	David Theakston	Principal Park Development Manager	
	Tracey Lilley	Interim Head of ASB & Enforcement	
	Zoe Robertson	Programme Director Climate & Wellbeing	
	Catherine Smyth	Head of Development Management. and Enforcement. Planning	
	Bryce Tudball	Head of Spatial Planning	
	Ashish Kumar	Procurement Policy & Sustainability Manager	
	Rob Krzyszowski	Assistant Director of Planning, Building Standards & Sustainability	

External stakeholders		Medical Practitioners	
		Haringey Business Community	
		Haringey Residents	
Bodies/authority		The Secretary of State	
Category	Consultee name	Role/authority	Response
		The Environment Agency	
		Transport for London and the Mayor of London (who will provide a joint response)	
		All neighbouring local authorities	
		Other public authorities as appropriate	
		Bodies representing local business interests and other organisations as appropriate	

Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Localised Solutions	Low Emission Neighbourhoods (LENs)	Haringey implemented three trial Low Traffic Neighbourhoods (LTNs) in 2022 and recently made these schemes permanent. Currently there are no additional planned LTNs, however many of their beneficial outcomes will be strengthened by the interventions listed above.
Public Health and Awareness Raising	Engagement with businesses	Although it can be very effective in helping reduce emissions by supporting businesses to transition to zero in their fleet and transport, to be delivered effectively this takes a significant amount of ongoing investment and time to realise the emissions reductions. Haringey currently do not have access to the sufficient resources to successfully deliver on this measure.