

Air Quality Action Plan 2018-22 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.

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	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 two automatic and 13 NOx diffusion tube monitors and where possible expanding monitoring networks, especially around school.	Pollution Development Management. Highway Team	Low – medium £10 - £500K	No emissions/concentrations benefits but critical in terms of understanding emissions and concentrations and the impact of action taken.	This action is ongoing and there is a target to install new monitor by 2020.	Produce an inventory of the number of monitoring sites to fit the target and regularly review as appropriate.	All monitors maintained and over 90% data capture.	Details of our monitoring will be presented in our Annual summary report (ASR) available on our website. The objectives are as follow. <ul style="list-style-type: none"> Continue to monitor via 2 automatic monitoring stations Look at the feasibility of implementing additional monitoring sites e.g. Wood Green Continue to monitor via 13 NOx diffusion tubes. Review diffusion tube locations periodically Consider other opportunities to increase monitoring e.g. at schools potentially large scale developments to be monitored

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	<p>b) Complete and submit Annual Status Reports on time.</p>	<p>Pollution</p>	<p>Low – medium £10 - £500K</p>	<p>Allows for a much deeper understanding of annual trends across the borough for better management.</p>	<p>Months/Years</p>	<p>Project management to meet deadline.</p>	<p>Annual summary report (ASR) and summary sheet for publication on Haringey council website.</p>	
	<p>c) Update AQAPs every five years at a minimum and follow LLAQM guidance when doing this; check/amend AQMA's as required.</p>	<p>All</p>	<p>Low – medium £10 - £500K</p>		<p>Five years</p>	<p>Meet submission deadline.</p>	<p>Air Quality Action Plan (AQCP) and summary sheet for publication on Haringey council website.</p>	

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Emissions from developments and buildings	2	a) Investigate the potential for larger development areas to proactively assess air quality impacts cumulatively	Development Management Regeneration	Low £10 - £50K	Low in short term, but potentially medium in longer term	Ongoing	Ensure that sites where cumulative assessment has been successfully undertaken.	Increase Number of planning application with air quality as requirement/condition.	The objectives are as follows; <ul style="list-style-type: none"> Develop guidance for assessment of cumulative air quality impacts Ensure consistent conditions applied
		b) Ensuring emissions from demolition and construction are minimised	Development Management/ pollution	Very Low to Low ≤ £10K to	PM Medium-High Localised benefits likely but not quantifiable	Short	Annual Status report (ASR) to GLA Number of applications for discharge of this condition Target 100% Log of Complaints and enforcement	Increase number of planning application with NRMM and AQDP conditions/ air quality and dust enforcement actions.	<ul style="list-style-type: none"> Continue to require Air Quality Dust management Plans (AQDMP) by Condition for major developments construction related complaints (>10 units) are referred for enforcement Construction and demolition methods statements are referred to pollution for review at the discharge stage.

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	3	Ensuring enforcement of non-road mobile machinery (NRMM) air quality policies	Development Management Pollution	Very Low to Low ≤ £10K	NOx and PM Medium-High Localised benefits likely but not quantifiable	Short Until 2019	Annual Status Report Number of applications with NRMM conditions Log of enforcement visits to be kept	Increase Inspection on sites with NRMM requirements.	<ul style="list-style-type: none"> All major planning applications conditioned with NRMM requirements Apply for MAQF to carry out NRMM audits at Major Development sites post April 2019. Publicise role to make site operators aware that there will be enforcement Disseminate NRMM literature to site managers
	4	Reducing emissions from CHP. Enforcing CHP and biomass air quality policies. Ensure smaller developments use ultra-low NOx Boilers.	Development Management, Carbon Management Pollution	Very Low to Low ≤ £10K	Medium-High Localised benefits likely but unquantifiable	Short	Annual Status Report Log of applications where CHP and biomass conditions apply Target 100%	ASR and planning.	<ul style="list-style-type: none"> Conditions requiring high efficiency boilers. Condition requiring band B emissions standards of CHP in Air Quality management Area (AQMA). Condition requiring ultra-low NOx boilers Planning to refer relevant discharge of conditions to pollution. Review of air quality assessments/energy strategies to ensure compliance Investigate setting a

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									requirement for evidence of maintenance of CHP combustion plant.
	5	Enforce Air Quality Neutral (AQN) policy	Development Management Pollution	Very Low to Low ≤ £10K	Medium Localised benefits likely but unquantifiable	Short	Annual Status Report Log of applications where AQ Neutral/positive conditions applied, and benchmarks achieved Target 100%	ASR and planning.	<ul style="list-style-type: none"> • AQN assessments submitted with Major applications. Enforcement via planning process – i.e. via approval of plans discharge of conditions • Information to support planners in understanding on site mitigation options • • Apply Air Quality Positive standards where appropriate (New London Plan)
	6	Ensuring adequate, appropriate, and well-located green space and infrastructure is included in new and existing developments.	Development Management	Very Low to Low ≤ £10K	Low	Short to medium	Area of green space incorporated into new developments	Regularly map area of green space.	<ul style="list-style-type: none"> • Requirements for green space set out within the Haringey Development plan Document (DPD DM20) • • Pursue “Healthy Streets” in areas of development and estate renewal • • Apply London Plan Policy for Increasing green Space • Access to information on suitable greenery •

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	7	<p>Declaring Smoke Control Zones and ensuring they are fully promoted and enforced.</p> <p>To include: an awareness campaign, engagement with suppliers, and active enforcement.</p>	<p>Development Management</p> <p>Pollution</p>	Very Low to Low	If possible you could estimate the proportion of pm2.5 from wood burning locally, if not you can use the London-wide estimates.	Campaign initiated by March 2020		<p>All fuel suppliers in the borough engaged via a face to face meeting, and 50% showing point of sale information about cleaner fuels.</p> <p>Residents engaged via 2 council newsletter articles, and 1 photo opportunity/press release with local papers.</p> <p>All complaints of dark smoke investigated within 48 hours</p>	<ul style="list-style-type: none"> Details of our Smoke Control Order can be found here: www.xxx

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		<p>Ensuring that Smoke Control Areas are appropriately identified and fully promoted and enforced.</p>	<p>Pollution</p>	<p>Low – No additional cost</p>	<p>Low- Medium Localised benefits</p>	<p>Ongoing</p>	<p>Log complaints and enforcement actions</p>	<p>Annual reports of smoke control areas within Haringey, enforcement actions taken and recommendations</p>	<ul style="list-style-type: none"> • Advice provided on authorised fuels and exempt appliances. • Response to complaints dealt with by pollution/enforcement team as appropriate. • Enforcement action taken where appropriate.
8		<p>Master planning and redevelopment areas aligned with Air Quality Positive and Healthy Streets approaches</p>	<p>Development Management/Planning</p>	<p>Very Low to Low</p>	<p>Low- Medium Localised benefits</p>	<p>Ongoing</p>	<p>Annual Status Report Log of applications Target 100%</p>	<p>ASR and planning.</p>	<ul style="list-style-type: none"> • Haringey will ensure that the planning and redevelopment teams considers new policies on air quality positive and healthy streets at an early stage in the development of plans. • We will engage with GLA and TfL resources to support the development and deployment of these policies.

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Public health and awareness raising	9.	<p>a) Public Health department taking shared responsibility for borough air quality issues and implementation of Air Quality Action Plans.</p> <p>b) Public Health Teams should be supporting engagement with local stakeholders (businesses, schools, community groups and healthcare providers).</p>	Public Health Pollution	Very Low to Low	Low Protect individual health	Ongoing	Quarterly progress meeting on agreed actions	Annual reporting.	<ul style="list-style-type: none"> • Healthy Living Pharmacy – to provide existing Cleaner Air for Haringey postcards to Public Health to distribute to relevant groups. • Provide further material for engagement with vulnerable groups and active travel work. • Discuss potential follow up to vulnerable groups workshops, and consider additional groups. • Clinical commissioning Group - This has a three-part objective, to raise awareness in a phased timeline to reach the following: <ul style="list-style-type: none"> • Front line clinical staff and GPs Patients and Clients • Work with schools - children are able to choose safer routes to

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		They should be asked for their support via the DsPH when projects are being developed.							<p>school to avoid area with poor air quality.</p> <ul style="list-style-type: none"> discuss asthma and air quality. Looking at how key messages can be included into the school asthma guidelines and raising awareness sessions.
		c) Directors of Public Health (DsPH) fully briefed on the scale of the problem in your local authority area; what is being done, and what is needed. A briefing should be provided	Public Health Pollution	Very Low ≤ £10K	n/a unquantifiable but enhanced coordination will benefit air quality initiatives	ongoing	n/a		<ul style="list-style-type: none"> Public Health represented at Air Quality steering Group and Plan to be signed off by DOPH
		d) Directors of Public Health to have responsibility for ensuring their Joint Strategic Needs	Public Health Pollution	Very Low ≤ £10K	n/a unquantifiable but enhanced coordination will benefit air	To be updated shortly	JSNA update – appropriate air quality considerations		<ul style="list-style-type: none"> Update Chapter on Air Quality in the JSNA.

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		Assessment (JSNA) has up to date information on air quality impacts on the population			quality initiatives				
		e) Strengthening co-ordination with Public Health by ensuring that at least one Consultant-grade public health specialist within the borough has air quality responsibilities outlined in their job profile	Public Health	None	n/a unquantifiable but enhanced coordination will benefit air quality initiatives	Short term	Minutes of AQ Steering Group		<ul style="list-style-type: none"> • Representative from PH part of AQ steering Group • At least one PH specialist has air quality in their objectives
		f) Director of Public Health to sign off	Public Health	None	n/a unquantifiable but enhanced	As and when ASRs and	n/a		<ul style="list-style-type: none"> • AQAP and Annual Status Reports are signed off by Director of Public Health

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		Statutory Annual Status Reports and all new Air Quality Action Plans			coordination will benefit air quality initiatives	AQAPs are completed			<ul style="list-style-type: none"> benefits will be linked to increased health and well being
	11	Engagement with businesses	Public Health	Low £10 - £50K	Low enhanced coordination will benefit air quality initiatives	Short term	Quarterly Progress Update Publication of articles		<ul style="list-style-type: none"> Use existing Public Health contacts to provide information and get messages to these groups. Investigate mechanisms for wider publicity – e.g. article in Council newsletter, social media
	12	Supporting a direct alerts service such as Airtext, and promotion and dissemination of high pollution alert services.	Pollution Public Health, Active Communities and Health	Very Low ≤ £10K	Low Protect individual Health	Ongoing	Number of subscribers		<ul style="list-style-type: none"> Promote via Public Health, schools (via smarter travel team Active communities and health and Air Quality Apprentice) and business engagement Continue to distribute Cleaner Air for Haringey postcards and leaflets at events and stands Disseminate Air text leaflets to Pharmacies – via Healthy Living

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									Pharmacy
	13	Encourage schools to join the TfL STARS accredited travel planning programme	Active Communities and Health	Low £10 - £50K	Low	Ongoing	Number of schools in Haringey which are STARS accredited		<ul style="list-style-type: none"> Continue to promote TFL STARS
	14	Air quality in and around schools	Pollution Active Communities and Health	Low to Medium £10 - £500K	Low – Medium	Ongoing	Number of schools engaged		<ul style="list-style-type: none"> Continue work of Air Quality Apprentice - Personalised parent travel plans. Start of new School Walking Zones project Work with TfL to incorporate Air Quality awareness into JTA and STARS programmes Engage in existing and future GLA's AQ Schools Audit Initiative Review monitoring at schools Provide advice to schools on actions to take on high pollution days Identify further projects with AQ Apprentice, especially in Focus Areas

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									<ul style="list-style-type: none"> Investigate strategic partnership opportunities e.g. Trees for Cities

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Delivery servicing and freight	15	a) Update of procurement policies to reduce pollution from logistics and servicing.	Client and Commissioning Strategic Procurement	Very Low ≤ £10K	Low NO2 PM & CO2	Short term	Inclusion of Air Quality measures in in Procurement Strategy, contract Terms and Conditions London construction Programme Terms and Condition		<ul style="list-style-type: none"> Inclusion of Air Quality considerations in 2018-2021 Procurement Strategy Integrated Waste Management Contract (Veolia at present) has provision for a percentage of vehicle replaced to be electric Inclusion of Air Quality in Category Strategies for each main category area (Public Realm includes transport), Construction, Social Care and Corporate Supplies and Services) Consultation with

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							<p>Results of Consultation with DPS team</p> <p>Results of consultation with passenger transport</p> <p>Supply Chain engagement events held</p>		<p>Dynamic Procurement System (DPS) team around including provision to incentivise passenger transport companies using lower emission/electric vehicles</p> <ul style="list-style-type: none"> Engagement events with supply chain to strengthen commitment and understanding of sustainability requirements Consultation with passenger transport service to be scheduled to consult on DPS proposal above Air Quality considerations in standard terms and conditions for Council Contracts (where applicable) London Construction Programme (LCP) project for new pan London framework for construction; air quality to be a consideration in framework T&C's
		b) Ensure local	Strategic	Low	Low		Measure included in		<ul style="list-style-type: none"> Identify Resource to engage relevant Council

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		authority procurement policies include a requirement for suppliers with large fleets to have attained bronze Fleet Operator Recognition Scheme (FORS) accreditation or equivalent standard	Procurement Client and Commissioning	£10 - £50K	NO2 PM &CO2	2018-2019	policies		<p>staff to identify fleets and discuss potential measures</p> <ul style="list-style-type: none"> • Minimum standard of bronze or equivalent applied to relevant new contracts • Audit of current fuel use and options for more sustainable solutions • Explicit reference to air quality within procurement policy
		c) Virtual Loading Bays and priority loading for ultra-low emission delivery vehicles	Carbon Management	Very Low ≤ £10K	Low	Short to medium term	Completion of investigation		<ul style="list-style-type: none"> • Investigate potential in Wood Green as part of Neighbourhoods for the Future project

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	16	<p>Reducing emissions from deliveries to local businesses and residents:</p> <p>Re-organisation of freight to support consolidation (or micro-consolidation) of deliveries, by setting up or participating in new logistics facilities, and/or Potentially additional cost depending upon type of contract and distance needed to travel</p>	<p>Pollution</p> <p>Procurement</p> <p>Client and Commissioning</p> <p>Regeneration</p>	<p>Low to Medium</p> <p>£10 - £500K</p>	<p>Low- Medium</p> <p>Localised effect</p> <p>NO2 PM CO2</p>	<p>Short - Medium term</p> <p>2018-2020</p>	<p>Completion of business engagement project</p> <p>Progress on Neighbourhoods of the Future project</p>		<ul style="list-style-type: none"> Consolidation Centre in Enfield – North London Business engagement as part of Business Improvement District and Wood Green regeneration – to consider single procurement of commercial vehicle contracts e.g. waste collections, Crouch end business engagement Project -to increase low emission deliveries and to investigate feasibility of installing an electric charging point/ cycle stands Wood Green Neighbourhoods of the Future award will work to encourage and support businesses and residents to use electric vehicles

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Borough Fleet	17	Reducing emissions from council fleets:							
		a) Join the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet and obtain Gold accreditation	Pollution Client and Commissioning Procurement	Very Low to Medium	Low NO2 PM CO2	Short term	Outcome of investigation		<ul style="list-style-type: none"> Identify the resource to work through the required accreditation to obtain Gold AccrediationNNY
		b) Increasing the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the boroughs' fleet	Client and Commissioning Pollution Procurement Transport Planning Ian Kershaw	Unknown additional costs will be incurred due to increase in fleet costs	Low- Medium because borough fleet is small	Short to Medium term	Monitoring the number of alternative fuel vehicles in Council fleet Passenger transport Review/investigation	<ul style="list-style-type: none"> Review use of electric pool cars for staff use and investigate viability of buying more Review staff travel payments to incentivise use of cleaner vehicles and minimise mileage Investigate Tax benefits of electric Vehicles: fossil fuelled vehicles – consider incorporation in travel plan Review Staff Travel Plan 	

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						outcomes		<ul style="list-style-type: none"> Identify resource to Review council fleet to identify possible vehicles that could be replaced by cleaner vehicles Investigation with Passenger transport to identify how to incentivise providers to use electric/low emission vehicles through the procurement process Pool bikes available for staff use Grey Fleet – review to incentivise staff to drive lower emission vehicles
c)	Accelerate uptake of new Euro VI vehicles in borough fleet	Client and Commissioning	Unknown	Low because borough fleet is small	Medium term	Proportion of Euro VI vehicles in borough fleet		<ul style="list-style-type: none"> See measure 24 on review of Council fleet
d)	Smarter Driver Training for drivers of vehicles in Borough Own Fleet i.e. through training of fuel efficient driving and providing regular re-training of staff	Client and Commissioning	Low £10 - £50K	Low NO2 PM CO"	Medium 2020	Number of vehicles fitted with 'lightfoot' Number of staff trained in Eco driving		<ul style="list-style-type: none"> Monitoring of drivers via 'lightfoot blackbox' tracking device Drivers required to be trained to driver standard check

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Localised solutions	18	Expanding and improving green Infrastructure (GI)	<p>Development Management Regeneration</p> <p>Carbon Management</p> <p>Pollution</p> <p>Parks</p>	<p>Low to borough through regeneration</p> <p>Medium</p>	<p>Low</p> <p>Strong visual impact reinforces air quality message – long term air quality benefits</p>	Short to medium	<p>Number of schemes introduced</p> <p>include in AQ apprentice work plan and monitor results</p>		<ul style="list-style-type: none"> Green Spaces Strategy and London Plan as well as regeneration all include priorities for green infrastructure in regeneration projects, Investigate options for green infrastructure in schools in areas of higher pollution Investigate the options for strategic partnership with urban greening charity e.g. Trees for Cities Encourage schools to use the Woodland Trust's free packs to plant trees on Council owned land Encourage greening of space within school boundaries Parks and Open Spaces Strategy under review to include measures to address air pollution and

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									<p>improve air quality, Tree planting, promotion of walking and cycling.</p> <ul style="list-style-type: none"> • Development of new wayfinding to help link green space, promote health and reduce air pollution • Development of natural capital account for Haringey
	19	e) Low Emission Neighbourhoods (LENs)	Transport Planning Pollution Regeneration	High (but funding may be available)	Medium	Try to obtain funding in 2018/19	Number of Low Emission neighbourhoods implemented in Haringey		<ul style="list-style-type: none"> • Identify potentially suitable areas - possible areas e.g. Wood Green or as part of regeneration in Tottenham. • Apply for available funding
		f) Strategic Procurement support the implementation of the Air Quality plan	Strategic procurement	Very Low ≤ £10K		2018	Adoption within policies Quarterly Updates -		<ul style="list-style-type: none"> • Incorporate specific reference to the Air Quality requirements within the 2018 procurement Strategy; • incorporate reference to Air Quality considerations in the Procurement Code of Practice document; • Adopt model Air Quality related clauses in our standard contracts;

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									<ul style="list-style-type: none"> Introduce specific Air Quality sections within our transport DPS that will enable suppliers to achieve higher quality scores for using lower emission vehicles; Incorporate Air Quality provision in a number of Pan London Works related Frameworks let by the Council.
		g) Low Emission Vehicle Strategy	Carbon management	Very Low ≤ £10K	Low NO2 PM CO2	2018-19	Adoption of strategy		<ul style="list-style-type: none"> Develop LEV strategy in line with Transport Strategy. To include Canal boats within strategy
		h) Trial of Road Closure around Schools	Operations	≤ Very Low ≤ £10K	Low NO2 PM CO2	2018-19	Feedback on trial Report on future programme		<ul style="list-style-type: none"> trial one road closure at the start and end of school time to inform us on a wider programme moving forward
		i) Public recognition of businesses that	Strategy & Communicatio	Very Low ≤ £10K	Low	Short	Quarterly progress meeting on		<ul style="list-style-type: none"> Publicise actions that local businesses take to promote good air quality in Haringey through the

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		contribute to good air quality j)	ns				agreed actions		<p>Council's external communications channels</p> <ul style="list-style-type: none"> Recognise individual businesses or groups of businesses, whether by sector or locality, for innovation to commitment to improving air quality in the borough
		k) Publicity of air quality status and Council activity	Strategy & Communications	Very Low ≤ £10K	Low	Short	Quarterly progress meeting on agreed actions		<ul style="list-style-type: none"> Make the most recent air quality status from the borough's monitoring stations visible on the Council's website Publicise actions that the Council is taking to tackle air pollution through the Council's social media channels
		l) Air Quality Focus Area: Investigate feasibility of tightening planning policy for Air Quality Focus Areas	Development Management	Very Low ≤ £10K	Low to Medium depending on level of implementation	Feasibility of tightening planning policy to be undertaken in next 12	Outcomes of feasibility work in next 12 months		<ul style="list-style-type: none"> Consider mechanisms by which air quality impacts could have additional weight in Focus Areas and thus require stronger mitigation than elsewhere. Develop guidance to assist effective use of planning policy - in assessing and

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		m)				months			understanding mitigation options

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Cleaner transport	20	Ensuring that Transport and Air Quality policies and projects are integrated	Transport planning Development Management Pollution	Low £10 - £50K	Medium	By 2020	Work with TFL and GLA to reduce emission from transport	Review and update current planning policies to include transport and assess number of application with TS then report to GLA.	<ul style="list-style-type: none"> See ASR
	21	Discouraging unnecessary idling by taxis and other vehicles	Transport planning Pollution	Low £10 - £50K	Medium	By 2020	Raising awareness and enforcement	Brief and include police, fire bridge officers and TFL for licencing private hire and taxis.(TfL).	<ul style="list-style-type: none"> Continue Engagement /awareness projects. Several tools such as Wi-Fi enabled enforcement System, Bollards and advisory signage such as “no Idling signs” will be considered as part of the project to enforce car

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									<p>idling and other environmental crimes occurring around school especially and in Haringey in general</p> <ul style="list-style-type: none"> Licencing for taxis and private hire
	22	Regular temporary car free days	Pollution and All	Low £10 - £50K	Medium	By 2020	Organise and car free day at least once per year	Implement and gain lessons from car free days. Carry out surveys after implementation	<ul style="list-style-type: none"> Organise international car free day and Haringey specific car free day.
	23	Using parking policy to reduce pollution emissions	Transport planning Pollution	Low £10 - £50K	Medium	By 2020	Modified parking policies to reduce air pollution	Educated CEO officer on car idling and issues parking fines	<ul style="list-style-type: none"> Advisory notes to be issued to driver, COE officer to issue fines for idling crimes
	24	n) Installation of Ultra-low Emission Vehicle (ULEV) infrastructure (electric vehicle charging points, rapid electric vehicle charging point and hydrogen refuelling stations): Support GLA in the Expansion	Transport Planning Public Health Pollution Carbon Management Strategy and Communications	Low £10 - £50K	Medium	By 2020	Implementation of expanded ULEZ		<ul style="list-style-type: none"> Communications campaign to let residents know of the economic impacts the Greater London ULEZ will have on them, and make aware the options residents have (public transport, cycling, walking and low emission vehicles)

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		of ULEZ							
		o) Increasing the proportion of electric, hydrogen and ultra-low emission vehicles in Car Clubs	Transport Planning and Carbon Management	Very Low to Low	Low	2018/19	Number of EV car club cars in the borough		<ul style="list-style-type: none"> Continue to increase the EV fleet within car clubs. (Currently 20%) Neighbourhoods for the Future aiming to increase EV charging in Wood Green to support this. All car club spaces in Wood green will be electrified as part of NoF
		p) Increase the introduction and use of Car Clubs across the borough	Transport Planning Carbon Management Development Management	Low £10 - £50K	Low	2018/21	Number of new car club cars/bays and no. members		<ul style="list-style-type: none"> Conditions are included to include car clubs spaces in developments Car clubs continue to expand number of spaces Continue to request car club spaces in new development
		q) Free or discounted parking charges at existing parking meters	Parking Services Parking Services/	Low – medium £10 - £500K	Low	Short to medium	Investigation complete		<ul style="list-style-type: none"> Review NOx and CO2 based charging and investigate mechanism to implement variable charging.

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		for zero emission cars	Finance						<ul style="list-style-type: none"> Investigate feasibility of variable charging for permits based on NOx emissions.
		r) Free or discounted residential parking permits for zero emission cars and/or surcharge on diesel vehicles below Euro 6 standards for Resident and Controlled Parking Zone permits							
		s) Installation of residential electric charge points including within developments	Planning Policy, Development Management Pollution	Low to High (OLEV funding for 75%, 25% and officer time can come from LIP).	Low to Medium depending on uptake NO2 PM CO2	Short to medium term	Number of EV charge points installed in residential areas		<ul style="list-style-type: none"> Wood Green Area Action Plan requires new parking spaces to have EV recharging points Consider how to encourage EV in new developments – via policy or guidance Consider development of guide for mitigation of

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Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
				Up to £25k per charge point + electricity costs, but private funding may be an option					<p>new developments.</p> <ul style="list-style-type: none"> Consider specific options in Tottenham regeneration areas Pursue as part of Neighbourhoods for the Future in Wood Green and roll out successful initiatives elsewhere in the borough
		t) Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV)	Transport Planning/Parking Design/ Carbon Management Regeneration	High £35k per charge point + electricity costs, each	Low to Medium depending on uptake	Short to medium	Number of rapid chargers installed for commercial vehicles		<ul style="list-style-type: none"> Pursue as part of Neighbourhoods for the Future in Wood Green and roll out successful initiatives elsewhere in the borough. Plans to deliver 3 points in the borough (Crouch End 2, Wood Green 1). Rapid charging for taxi ranks in Wood Green (NoF)
		u) Reprioritisation of road space; reducing parking at some destinations and or	Transport Planning, TfL	Medium to High	Low to Medium NO2 PM	Ongoing 2018-2022	Number of relevant major schemes implemented		<ul style="list-style-type: none"> Mayor of London Healthy streets initiative - Haringey awarded funding for 'Liveable Neighbourhoods' project in Crouch End Investigate potential for

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations/benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
		restricting parking on congested high streets and A roads to improve bus journey times, cycling experience, and reduce emissions caused by congested traffic			CO2		d		<p>additional schemes in Focus Areas</p> <ul style="list-style-type: none"> • Bus priority measures • Bus enabling measures • Cycle parking <ul style="list-style-type: none"> • Priority in Borough Transport Plan
	25	Provision of infrastructure to support walking and cycling	Development Management Transport Planning	Low to High	Low to Medium depending on level of implementation	Action plan developed by summer 2018 Adopted 2019 Ongoing actions	Cycling and Walking action plan adopted Walking mode share (as per target in LIP) Cycling mode share (as per		<ul style="list-style-type: none"> • Haringey DPD Policy DM31 – supports the protection, improvement and creation of pedestrian and cycle routes to encourage walking and cycling as a means of transport and as a recreational activity. • Require submission of travel plan a transport assessments for developments in line with TFL thresholds • Develop Cycling and Walking Action Plan in

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
							target in LIP) Increase in Cycle parking spaces		line with Transport Strategy <ul style="list-style-type: none"> • Borough led investment to promote cycling includes measures in the LIP: • To promote and support cycling via Cycle Training and Cycle Maintenance workshops • local cycle routes • increase cycle parking • Crouch End Liveable Neighbourhoods Project

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