

London Borough of Haringey

London Borough of Haringey Air Quality Annual Status Report for 2015 Date of publication: July 2016



This report provides a detailed overview of air quality in the London borough of Haringey during 2015. It has been produced to meet the requirements of the London Local Air Quality Management statutory process.

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Abbreviations

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
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

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Table A. Summary of National Air Quality Standards and Objectives

Pollutant	Objective (UK)	Averaging Period	Date¹
Nitrogen dioxide - NO ₂	200 µg m ⁻³ not to be exceeded more than 18 times a year	1-hour mean	31 Dec 2005
	40 µg m ⁻³	Annual mean	31 Dec 2005
Particles - PM ₁₀	50 µg m ⁻³ not to be exceeded more than 35 times a year	24-hour mean	31 Dec 2004
	40 µg m ⁻³	Annual mean	31 Dec 2004
Particles - PM _{2.5}	25 µg m ⁻³	Annual mean	2020
	Target of 15% reduction in concentration at urban background locations	3 year mean	Between 2010 and 2020
Sulphur Dioxide (SO ₂)	266 µg m ⁻³ not to be exceeded more than 35 times a year	15 minute mean	31 Dec 2005
	350 µg m ⁻³ not to be exceeded more than 24 times a year	1 hour mean	31 Dec 2004
	125 µg m ⁻³ not to be exceeded more than 3 times a year	24 hour mean	31 Dec 2004

Note: ¹by which to be achieved by and maintained thereafter

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1. Air Quality Monitoring

1.1 Locations – Automatic Monitoring

Haringey operates two automatic monitoring stations which are both representative of public exposure. For Haringey Roadside, the nearest relevant exposure are residential properties <4m from the kerb; the sample inlet is in line with the building façades, demonstrating relevant exposure. This site is located in the High Road, Tottenham and is classified as a Roadside site. Monitoring at this location has been undertaken for some 20 years.

The Haringey South site is located in a local park and is classified as an urban background site. Whilst this location is not defined as a sensitive receptor, it is representative of relevant exposure, being a background site within the Greater London area. In 2013 the monitoring equipment was relocated to its current location within the park from another area within the park for safety reasons.

Table B gives details of the automatic monitoring sites within the borough.

Table B. Details of Automatic Monitoring Sites for 2015:

Site ID	Site Name	X (m)	Y (m)	Site Type	In AQMA?	Distance from monitoring site to relevant exposure (m)	Distance to kerb of nearest road (N/A if not applicable) (m)	Inlet height (m)	Pollutants monitored	Monitoring technique
UK-AIR ID: UKA00260 EU Site ID: GB0637A	Haringey Roadside	X 5338 94	Y 1907 07	Roadside	Yes	Yes (3m – residential).	4m	4m	NO ₂ , PM _{2.5}	Chemiluminescent; TEOM FDMS
UK-AIR ID: UKA00568 EU Site ID: GB1024A	Haringey South	X 5299 87	Y 1889 17	Urban Background	Yes	No.	N/A	3.5m	NO ₂ , Ozone	Chemiluminescent

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1.2 Locations – Diffusion Tube Monitoring

The Council has been monitoring for nitrogen dioxide by diffusion tube at ten locations throughout the borough since 2004. Towards the end of 2010, six of these monitoring location sites were closed and nine new locations were opened. These nine new locations were chosen as result of the latest air quality modelling that was carried out in 2009 by Bureau Veritas on behalf of the North London Cluster Group. The modelling identified hotspot locations where the hourly NO₂ objective may be at risk of being exceeded and where there is relevant exposure. There is currently thirteen diffusion tube monitoring locations. Table C below gives individual site details and locations. The locations are a mixture of roadside and background sites. Diffusion tube ref: HR14 continues to be co-located with Haringey Roadside automatic monitoring site and the data is fed into the National Diffusion Tube Co-location study.

All diffusion tube sites are indicative of relevant exposure. The diffusion tubes are located at building facades of residential properties and schools where possible. Six of the sites are located at schools and two are located at medical centres. Only one HR 23, is located as close as possible to the main road but is set back from the main building line. HR08 is classified as an urban background however; the adjacent site is currently being redeveloped to residential including a large commercial unit. Once the development is complete, the site may have to be reclassified.

Three of the diffusion tube sites have been in-situ and so monitoring long-term (>10 years); these are a mixture of roadside and background sites and thus provide good long-term trends. The remaining locations are Haringey council and TfL identified possible NO₂ hotspot areas. Monitoring at these locations is shorter term in order to determine the level of exceedence, the annual objective or the hourly objective. Monitoring at hotspot locations is typically undertaken for a couple of years in order to obtain a sufficient data set.

All school diffusion tube monitoring sites are classified as sensitive receptors and are within 150m of a main road carrying >10,000 vehicles per day.

Diffusion tube site details for 2015 are on Table C below.

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Table C. Details of Non-Automatic Monitoring Sites for 2015

Site ID	Site Name	X (m)	Y (m)	Site Type	In AQMA?	Distance from monitoring site to relevant exposure (m)	Distance to kerb of nearest road (N/A if not applicable) (m)	Inlet height (m)	Pollutants monitored	Tube co-located with an automatic monitor? (Y/N)
HR06	Archway Road	528940	187660	Roadside	Y	<0.5m	1.5m	2.5m	NO ₂	N
HR08	Former Mortuary	523440	189450	Urban Background	Y	2m	0m	2.5m	NO ₂	N
HR14	639 High Road, N17	533890	190710	Roadside	Y	3m	4m	3.5m	NO ₂	Y
HR19	Jewsons Staff Car Park, N2	527897	188558	Roadside	Y	<0.5m	2.5m	2.5m	NO ₂	N
HR20	Highgate Primary School	527974	188329	Roadside	Y	<0.5m	4m	1.5m	NO ₂	N
HR21	Lordship Lane Primary School	532010	190549	Roadside	Y	0m - located in school playground	N/A	1.5m	NO ₂	N
HR23	Holy Trinity Church, N15	533720	189471	Roadside	Y	10m	20m	0.5m	NO ₂	N
HR24	Westbury Medical Centre	532155	190517	Roadside	Y	0m - located on building facade	9m	2.0m	NO ₂	N
HR25	Rowland Hill Nursery, White Hart Lane	532554	191383	Roadside	Y	0m - located in school playground	7m	1.5m	NO ₂	N
HR27	Surgery, Green Lanes, N8	531758	188872	Roadside	Y	0m - located on building facade	4.5m	2.5m	NO ₂	N
HR28	Bounds Green Primary School, N11	530063	191324	Roadside	Y	7.5m	2m	2.5m	NO ₂	N
HR29	Stamford Hill Primary School, N17	532881	188049	Urban Background	Y	0m - located in school playground	22m	3m	NO ₂	N
HR30	Earlsmead Primary School, N17	528940	187660	Roadside	Y	0m - located within school site.	<0.5m	2.5m	NO ₂	N

Appendix B shows a map of the locations of all monitoring sites, automatic and non-automatic, in the borough as at December 2015.

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1.3 Comparison of Monitoring Results with AQOs

The results presented are after adjustments for “annualisation” and for distance to a location of relevant public exposure, the details of which are described in Appendix A.

Table D1. Annual Mean NO₂ Ratified Monitoring Results (µg m⁻³)

Site ID	Site type	Valid data capture for monitoring period % ^a	Valid data capture 2015 % ^b	Annual Mean Concentration (µgm ⁻³)						
				2009 ^c	2010 ^c	2011 ^c	2012 ^c	2013 ^c	2014 ^c	2015 ^c
UK-AIR ID: UKA00260 EU Site ID: GB0637A	Automatic	97	97	42	37	38	42	43	48	40
UK-AIR ID: UKA00568 EU Site ID: GB1024A	Automatic	94	94	-	-	-	-	26	24	24

Notes: Exceedence of the NO₂ annual mean AQO of 40 µgm⁻³ are shown in **bold**.

NO₂ annual means in excess of 60 µg m⁻³, indicating a potential exceedence of the NO₂ hourly mean AQS objective are shown in bold and underlined.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be “annualised” in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%

As can be seen from the table, Haringey roadside site again measured an exceedence of the annual objective for NO₂. No exceedences of the annual objective of NO₂ were monitored at the Haringey South location, where the annual objective of 40µg/m³ has been achieved. At this location the NO₂ trend remains steady.

The hourly NO₂ objective was achieved at both monitoring locations.

The Council was correct in its decision to declare an AQMA for the whole borough for NO₂.

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Table D2: Annual Mean NO₂ Diffusion Tube Bias-adjusted Monitoring Results (µg m⁻³)

Site ID	Site type	Valid data capture for monitoring period % ^a	Valid data capture 2015 % ^b	Annual Mean Concentration (µgm ⁻³)						
				2009 ^c	2010 ^c	2011 ^c	2012 ^c	2013 ^c	2014 ^c	2015 ^c
HR06	Diffusion Tube	100	100	<u>72</u>	<u>71</u>	<u>62</u>	<u>69</u>	56	42	51
HR08	Diffusion Tube	92	92	35	36	37	32	30	25	31
HR14	Diffusion Tube	100	100	48	47	44	46	39	37	39
HR19	Diffusion Tube	100	100	-	-	41	46	41	34	44
HR20	Diffusion Tube	100	100	-	-	39	37	32	29	33
HR21	Diffusion Tube	75	75	-	-	40	33	35	30	32
HR23	Diffusion Tube	100	100	-	-	42	37	41	30	38
HR24	Diffusion Tube	100	100	-	-	45	42	41	33	43
HR25	Diffusion Tube	100	100	-	-	36	37	34	34	33
HR27	Diffusion Tube	92	92	-	-	42	44	40	33	43
HR28	Diffusion Tube	100	100	-	-	-	-	40	30	35
HR29	Diffusion Tube	83	83	-	-	-	-	-	-	32
HR30	Diffusion Tube	100	100	-	-	-	-	-	-	50

Notes: Exceedence of the NO₂ annual mean AQO of 40 µgm⁻³ are shown in **bold**.

NO₂ annual means in excess of 60 µg m⁻³, indicating a potential exceedence of the NO₂ hourly mean AQS objective are shown in bold and underlined.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be "annualised" in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%

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All the diffusion tube results have been appropriately bias adjusted, using the analytical laboratory adjustment factors. Exceedences of the annual objective of $40\mu\text{g}/\text{m}^3$ are highlighted in bold. Data is for a 12 month period (January – December) and tubes are exposed in accordance with the UK Defra guidance LAQM.TG(09).

Diffusion tubes are considered to have limitations and have poor accuracy. In 2000 the government recommended that tubes should be co-located with an automatic analyser to determine a bias adjustment factor, which is then applied to the raw annual average concentrations for the same year to obtain bias adjusted results. Haringey co-locates a diffusion tube at HGY1 (High Road, Tottenham) and submits the data annually. It is the laboratory average adjustment factor (Lambeth Scientific Services) that is applied to the raw annual average concentrations for the correct year to obtain the bias adjusted results. The bias adjustment factors are on the website; <http://laqm.defra.gov.uk/bias-adjustment-factors/national-bias.html>

The raw data from the co-located diffusion tube is submitted annually to the NO₂ diffusion tube network data managers for verification of the diffusion tubes and calculation of the laboratory bias adjustment factor.

The bias adjustment factor used for 2015 is 1.07

All of the sites are roadside sites, except the former mortuary site (HR08) which is being redeveloped for mixed –use and site HR29, which is in a school playground. All of the sites represent relevant exposure indicating the NO₂ concentrations at residential façades and schools. HR06, which is located on a building façade on the A1 (Archway Road), is the only site to show exceedences of the hourly objective. It is indicative of relevant exposure with residential dwellings fronting this major road through London.

With the exception of one site, all of the diffusion tubes above are located in or adjacent to hotspot locations, as identified by the Bureau Veritas AQ modelling.

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Table E. NO₂ Automatic Monitor Results: Comparison with 1-hour Mean Objective

Site ID	Valid data capture for monitoring period % ^a	Valid data capture 2015 % ^b	Number of Hourly Means > 200 µg ^m ⁻³						
			2009 ^c	2010 ^c	2011 ^c	2012 ^c	2013 ^c	2014 ^c	2015 ^c
UK-AIR ID: UKA00260 EU Site ID: GB0637A	97	97	0	0	0	0	1	0	0
UK-AIR ID: UKA00568 EU Site ID: GB1024A	94	94	-	-	-	-	-	0	0

Notes: Exceedence of the NO₂ short term AQO of 200 µg^m⁻³ over the permitted 18 days per year are shown in **bold**.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be “annualised” in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%

There have been no exceedences of the hourly NO₂ objective in 2015.

PM10 Automatic Monitor:

Monitoring for PM10 ceased in Haringey in 2014. Historical PM10 monitoring data is available at:

www.uk-air.defra.gov.uk

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PM2.5 monitoring is carried out at the Haringey Roadside. The monitor is fully affiliated to the AURN network and is managed by the defra London data network managers, ERG. The data below has been taken from the Government's UK-Air website.

Table F. Annual Mean PM_{2.5} Automatic Monitoring Results ($\mu\text{g m}^{-3}$) (Non-Volatile)

Site ID	Valid data capture for monitoring period % ^a	Valid data capture 2015 % ^b	Annual Mean Concentration ($\mu\text{g m}^{-3}$)						
			2009 ^c	2010 ^c	2011 ^c	2012 ^c	2013 ^c	2014 ^c	2015 ^c
UK-AIR ID: UKA00260 EU Site ID: GB0637A	96	96	-	-	-	13	13	13	11

Notes: Exceedence of the PM_{2.5} annual mean AQO of 25 $\mu\text{g m}^{-3}$ are shown in **bold**.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be "annualised" in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%

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2. AQMAs

2.1 *Reassessment of AQMA*

The London Borough of Haringey has reviewed the trend data and has determined that:

- No change to the AQMA is required.

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3. Action to Improve Air Quality

Table G. Commitment to Cleaner Air Borough Criteria *This section is voluntary, although you are required to complete it if you wish to maintain your Cleaner Air Borough status*

Theme	Criteria	Achieved (Y/N)	Evidence <i>(please provide at least one example for each measure. If you cannot provide any examples please briefly state why)</i>	
1. Political leadership	1.a	Pledged to become a Cleaner Air for London Borough (at cabinet level) by taking significant action to improve local air quality and signing up to specific delivery targets.	Y	Signed letter - Appendix C
	1.b	Provided an up-to-date Air Quality Action Plan (AQAP), fully incorporated into LIP funding and core strategies.	Y	The Council's AQAP is available at: www.Haringey.gov.uk/airquality
2. Taking action	2.a	Taken decisive action to address air pollution, especially where human exposure and vulnerability (e.g. schools, older people, hospitals etc) is highest.	Y	Schools projects e.g. installation of green screens, AQ Apprentice, Tri-borough partnership school project.
	2.b	Developed plans for business engagement (including optimising deliveries and supply chain), retrofitting public buildings using the RE:FIT framework, integrating no engine idling awareness raising into the work of civil enforcement officers, (etc etc)	In hand	Funding gap to deliver such initiatives, however the AQ apprentice raises awareness of no-idling through work with schools. 2016 MAQF will enable AQ business engagement project in Wood Green to be undertaken in 2017/18.
	2.c	Integrated transport and air quality, including by improving traffic flows on borough roads to reduce stop/start conditions	N	No integration. However 2016 MAQF will deliver internal AQ workshops with a view to future integration.
	2.d	Made additional resources available to improve local air quality, including by pooling its collective resources (s106 funding, LIPs, parking revenue, etc).	N	No additional resources. However 2016 MAQF will deliver internal AQ workshops with a view to future integration.

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3. Leading by example	3.a	Invested sufficient resources to complement and drive action from others	Y	MAQF has enabled the engagement of an AQ Apprentice.
	3.b	Maintained an appropriate monitoring network so that air quality impacts within the borough can be properly understood	Y	All existing AQ monitors maintained and ongoing NO ₂ hotspots monitoring .
	3.c	Reduced emissions from council operations, including from buildings, vehicles and all activities.	Y	Reduced emissions from council estate and operations unknown – vehicles comply with LEZ requirements, council building stock reduced.
	3.d	Adopted a procurement code which reduces emissions from its own and its suppliers activities, including from buildings and vehicles operated by and on their behalf (e.g. rubbish trucks).	N	No procurement code in place.
4. Using the planning system	4.a	Fully implemented the Mayor's policies relating to air quality neutral, combined heat and power and biomass.	Y	All major planning applications must meet the Mayor's requirements relating to AQ neutral and CHP – appropriate conditions recommended.
	4.b	Collected s106 from new developments to ensure air quality neutral development, where possible	N	No s106 has been collected for AQ.
	4.c	Provided additional enforcement of construction and demolition guidance, with regular checks on medium and high risk building sites.	Y	Appropriate conditions recommended on major planning applications. A joint Enforcement Officer is currently being recruited as a result of MAQF.
5. Integrating air quality into the public health system	5	Included air quality in the borough's Health and Wellbeing Strategy and/or the Joint Strategic Needs Assessment	Y	Health and Wellbeing Strategy includes air quality as a key theme and can be found at www.haringey.gov.uk/social-care-and-health/social-care-policy-and-practice
6. Informing the public	6.a	Raised awareness about air quality locally	Y	airTEXT promotion, walkit and AQ Apprentice – raises awareness of AQ.

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3.1 Air Quality Action Plan Progress

Table H below provides a brief summary of Haringey's progress against the Air Quality Action Plan, showing progress made this year.

Table H. Delivery of Air Quality Action Plan Measures

Measure 1	To Lead by Example and Reduce Emissions from the Council Fleet
Progress	<p>The council owned vehicle fleet has diminished due to outsourcing, with only a handful of council owned vehicles remaining. Vehicles remaining in council ownership are compliant with the requirements of the Low Emission Zone.</p> <p>In 2014 two Mitsubishi I-Miev (100% electric) vehicles were acquired in Haringey's Council fleet for general staff use.</p> <p>In 2015 a hybrid vehicle was leased for Mayoral use.</p>
Measure 2	Electric Vehicle Charging Points
Progress	<p>No further progress has been made in 2015 and the position remains as follows:</p> <p>BluePointLondon (BPL) took over ownership of the Source London charging network from TfL on 1st September 2014 including Haringey's 17 charging point locations (providing 21 charging parking spaces), which remain part of the Source London network.</p> <p>Haringey Council are in the process of signing a variation agreement allowing BPL to take over maintenance responsibilities and associated costs, such as repairs, insurance and electricity use for Haringey's Source London Charging network. The Council will also receive a fixed amount per year per dedicated EV bay (based on Haringey's charging points being in Zone 3 of London Underground zone). An additional 20% of cumulated net profit will be proportionally shared with partners once BPL is profitable and pro-rata of the number of points in boroughs. BPL will also invest in expanding the network of points (including costs), as part of plans to install 6000 new charging points across the Source London network and will raise awareness to encourage electric vehicle uptake.</p>

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Measure 3	Car Clubs
Progress	<p>In 2015, 2 additional zipcars were added to the Haringey's Zipcar fleet, making a total of 74 vehicles at the end of 2015 and 3 additional City Car club vehicles.</p> <p>In addition Haringey and the neighbouring boroughs of Hackney, Enfield and Waltham Forest formed the 'Drive Now' partnership, of which 20% of the fleet is electric vehicles. Further expansion in next 12 months is planned.</p>
Measure 4	Travel Plans
Progress	<p>LBH encourages and supports all schools across the borough to develop and implement school travel plans. These travel plans demonstrate how schools are implementing initiatives to make travel safer and more sustainable for students, parents and staff. They are an important tool to encourage modal shift. Engaged schools have access to additional resources, as well as enabling the STH team to promote initiatives and messages more effectively.</p> <p>December 2015, 58 schools in the borough had an active school travel plan in place. With a total of 69 schools in the borough, this means over three quarters now have travel plans.</p> <p>The AQ Apprentice works closely with the Travel Plan officer to raise awareness of air quality and health impacts and to encourage and promote alternative ways of travel to school. Mulberry school in Haringey actively participated in a filming initiative; which can be viewed at:</p> <p>http://www.haringey.gov.uk/parking-roads-and-travel/travel/smarter-travel#smartertravel</p> <p>A Workplace Travel Plan Officer is shared with the Boroughs of Enfield, Haringey and Waltham Forest. An effective travel plan can help an organisation to reduce air pollution and provide sustainable travel options. 5 development related travel plans were implemented in 2015.</p> <p>Haringey council is the largest employer in the borough and in 2015 began a review of the Council's Travel plan. Staff were consulted with a response count of >800. The responses to the questions are being evaluated.</p>

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Measure 5	20 mph zones / Community Streets
Progress	<p>Following a full consultation, there is now a boroughwide 20mph speed limit on all council maintained roads. Excluded from this 20mph limit are main roads and TfL roads.</p> <p>Community Streets projects since 2013, when the initiative was implemented include: 2 projects in Warwick Gardens area and Hornsey. Further Community Streets schemes commenced in the Tottenham Hale, Tottenham Green and Hornsey Park neighbourhoods areas in 2014/15. Community engagement is undertaken to identify issues and priorities for further development, along with the delivery of a series of quick win projects including tree planting, bike hangars, street lighting improvements and decluttering.</p> <p>No further progress was made with initiative in 2015.</p>
Measure 6	No Idling Zones
Progress	<p>No progress has been made. There have been no amendments / changes to the legislation; the Fixed Penalty fine for idling vehicles remains at £20.</p>
Measure 7	Smarter Travel Promotion
Progress	<p>There are a number of national and local campaigns to encourage take-up of sustainable modes of transport promoted by Haringey's Smarter Travel Team, more information can be found at</p> <p>http://www.haringey.gov.uk/index/environment_and_transport/travel/smartertravel.htm.</p> <p>A range of active travel projects were carried out in 2015-16. e.g:</p> <ul style="list-style-type: none"> • Personal Travel Planning – 2658 Crouch End residents completed PTP's • 5 min school walk zone – 1 school (+3 through Tri-borough AQ project) • STARS Accredited schools – 58 • 35 schools participated in Walk to school week • Smarter Travel Promotional events – 12 (inc. parents evenings /fresher fayres and fetes) • Borough celebration event – 17 schools attended. • Active Travel Community Projects – 6

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Measure 8	Cycle Routes and Cycle Parking
<p>Progress</p>	<p>Haringey has a network of cycle routes across the borough including cycle lanes on main roads, separated cycle lanes and special fully signed, quiet routes. The borough is also part of the London Cycle network with cycle routes linking into those in neighbouring boroughs.</p> <p>The council has produced 'Smarter Travel Cycling Guide' detailing information such as bicycle types, safety tips, local bike shops, cycle clubs operating in Haringey, tips on bike security and suggested routes. It is one of the most popular of the Smarter Travel marketing materials.</p> <p>In September 2015 Haringey council hosted London's first cycling conference. The event was highly successful and included speakers from the UK and Europe. Haringey's aim is to increase cycling from 3% to 5% mode share by 2018.</p> <p>In 2015 there were:</p> <ul style="list-style-type: none"> • Additional 13 cycle stands installed • 908 Haringey residents Bikeability trained, all levels. • 2056 school children scooter trained. • 120 participants in an council organised cycle ride • Cycle maintenance course – 95 attendees <p>The council continues to work with the Haringey Cycling Campaign www.haringeycyclists.org</p>
Measure 9	North London Transport Partnership
<p>Progress</p>	<p>Renamed the North London Transport Partnership – work continues to progress between the boroughs with the previously identified priorities:</p> <ul style="list-style-type: none"> • Supporting Londoners to cycle. • Securing additional further investment for the rail network, particularly for larger, longer term schemes. • Identifying whether there are sub-regional areas of work arising from the Mayor's Accessibility Implementation Plan. • Making the bus network in north London more effective. • Engaging with the work of the Roads Task Force including identifying opportunities for effective interventions in north London. • Addressing the barriers / gaps that prevent some local stations from being effective orbital / radial interchanges. • Getting a better understanding the issues and opportunities relating to freight in north London. • Opportunities for linking travel planning with development control. • Ensuring that transport contributes to public health including by encouraging more people to walk.

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Measure 10	Determining the Impact of developments on Local Air Quality
Progress	<p>All major developments in Haringey, or developments which are likely to expose new residents to poor air quality or have an air quality impact, require air quality to be considered planning application stage. In 2015 air quality was a consideration at the planning application stage for 3 major proposed developments.</p> <p>Air quality continues to be a requirement for consideration on all major planning applications and is included on the council's planning application validation checklist.</p> <p>Major applications are defined as those which involve the creation of 10 or more residential units; residential development of on a site of 0.5 hectares or more; non-residential development on a site of at least 1 hectare; and the creation of change of use of 1000 square metres or more of gross floor space (not including housing).</p>
Measure 11	Car Free Developments
Progress	<p>Number of applications accompanied/requested Transport Assessments</p> <ul style="list-style-type: none"> - 2011/12 = 6 - 2012/13 = 5 - 2013/14 = 6 -2014/15 = 10 <p>Number of applications proposing/requesting development car-free</p> <ul style="list-style-type: none"> -2011/12 = 18 (5 of these were withdrawn/refused) -2012/13 = 21 (2 of these were withdrawn/refused) - 2013/14 = 24 (11 of these were withdrawn/refused) -2014/15 = 32 (10 of these were withdrawn/refused) <p>Number of applications accompanied/requested Travel Plan</p> <ul style="list-style-type: none"> -2011/12 = 18 (3 of these were withdrawn/refused) -2012/13 = 17 (3 of these were withdrawn/refused) -2013/14 = 26 (4 of these were withdrawn/refused) -2014/15 = 25 (9 of these were withdrawn/refused)

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Measure 12	Control of Dust during demolition and construction phases
Progress	<p>All approved major and medium sized developments are required via a planning condition to submit a Dust Management plan, detailing dust control measures from demolition and construction sites. Larger sites are required to register with the Considerate Constructors Scheme.</p> <p>Additionally in 2015 all major planning applications are conditioned with respect to the NRMM requirements which came into force in September 2015.</p>
Measure 13	Biomass Boilers
Progress	No biomass boilers were proposed in 2015.
Measure 14	Tree Planting
Progress	A total of 644 new trees were planted during the 2015 which 480 were street trees and 164 were off-street trees. Of the 644 trees planted, 165 were replacement trees.
Measure 15	Controlling emissions through climate change actions
Progress	<p>The council continues to promote sustainable living measures for issues such as water, energy, food and travel. In addition to the Haringey 40:20; an ambitious target to reduce CO₂ emissions in the borough by 40% by 2020, the council has set a target to reduce CO₂ emissions from its buildings of 40% by 2015, 5 years ahead of the borough wide target. This was achieved by a margin of 19%.</p> <p>Each year Haringey council produces an annual carbon report providing a transparent year on year account of progress made to reduce carbon emissions from the Council's operations and the borough as a whole. The 2015 report can be downloaded at:</p> <p>http://www.haringey.gov.uk/sites/haringeygovuk/files/1126_12_fifth_annual_carbon_report_final.pdf.pdf</p>

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Measure 16	Industrial Process Emissions
Progress	Haringey council continues to ensure that emissions to atmosphere from small industrial businesses are controlled and regulated in accordance with the Environmental Permitting (England and Wales) Regulations 2010. As at December 2015 there were 46 dry cleaners premises, 4 Part B premises and 16 petrol stations permitted to operate in the borough.
Measure 17	Smoke and Emissions from Bonfires
Progress	The council continues enforce smoke emissions from bonfires: <ul style="list-style-type: none"> • 2011 - 111 bonfire complaints • 2012 - 78 bonfire complaints • 2013 - 100 bonfire complaints. • 2014 - 71 bonfire complaints • 2015 – 77 bonfire complaints
Measure 18	Air Pollution and Health
Progress	The air quality pages on the council website have recently been updated. Airtext, along with Walkit.com are promoted on these pages. The air quality team is establishing links with the new Public Health team. Air quality is a topic in the Public Health JSNA; it is updated each year and is available to download at: <p style="text-align: center;">http://www.haringey.gov.uk/index/social_care_and_health/health/jsna/jsna-wider-determinants/jsna-environment.htm</p> A leaflet has also been produced for the Public Health Officials in Haringey about air quality in Haringey. A link has been provided to the GLA's 'Breathe Better Together' website.

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Measure 19	Air Pollution Information <ul style="list-style-type: none">• Air quality monitoring• Dissemination of Information• School Awareness Project
Progress	<p>Haringey council continues to monitor the pollutants of concern across the borough. All analysers at the 2 continuous monitoring stations are affiliated to the AURN (defra's national network). There are 13 diffusion tube sites in the borough, located where there is risk of exposure and possible exceedences of the Governments objective.</p> <p>In 2015 the second Air Quality Apprentice was employed, funded through the MAQF to continue the work of the previous Apprentice awareness raising of air pollution issues at schools in Haringey. The apprentice was appointed in June 2015 and to date has delivered Air Quality assemblies at 23 primary schools, engaging with a total of 4734 students, promoted air pollution at Smarter Travel and Public Health events, overseen the delivery of an AQ animation film to a class including 'Air Monsters; Nixy NOx, PM Brothers – Phil (PM10) and Mitchell (PM2.5) and Dixy CO₂</p>

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4. Planning Update and Other New Sources of Emissions

Clarification has been provided from the GLA AQ Team and it is understood that the planning reporting as per the table below is not required for 2015 as it is a very new, recent requirement and so the information has not been collected throughout the year. Since this requirement has become mandatory, a table to capture the information required has been put in place and will be provided in the ASR 2017.

However progress to date with this planning requirement is as follows:

- table to capture data and information required has been instigated
- AQ planning conditions recommended where applicable for NRMM requirements, Control of Construction dust and CHP and boiler emission limits.
- AQ assessments and AQ neutral assessments required for all major planning proposals.

Table I. Planning requirements met by planning applications in Haringey in 2015

Condition	Number
Number of planning applications reviewed for air quality impacts	3 (inc. THFC redevelopment, hale wharf & Mowlem Trading Estate – STOR plant)
Number of planning applications required to monitor for construction dust	No Data
Number of CHPs/Biomass boilers refused on air quality grounds	No Data
Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions	No Data
Number of AQ Neutral building and/or transport assessments undertaken	No Data
Number of AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	No Data
Number of planning applications with S106 agreements including other requirements to improve air quality	None
Number of planning applications with CIL payments that include a contribution to improve air quality	None
NRMM: Greater London (excluding Central Activity Zone and Canary Wharf) Number of major developments underway as of 1 st September 2015, and confirmation that you have checked that the development has been registered at www.nrmm.london and that all NRMM used is compliant with Stage IIIA of the Directive and/or exemptions to the policy.	No data

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Appendix A Details of Monitoring Site QA/QC

A.1 Automatic Monitoring Sites

Haringey's automatic monitoring stations are part affiliated to the Automatic Urban & Rural Network (AURN). AURN sites have defra funding as the data is more rigorously scrutinised with traceability to EU standards. Part affiliated sites are part funded by defra and part funded by the local authority.

Defra's London AURN data manager is the Environmental Research Group (ERG), Kings College London. ERG collates the data on a daily basis, validates it before send it onto the national data managers; who ratify it to EU standards.

Routine calibrations are undertaken fortnightly (roadside site) and monthly (background site). Each site is audited bi-annually following a full service. The calibrations support the quality assurance and quality control (QA/QC) checks that are carried out on the raw data to the AURN standard. This is to ensure that:

- Data is representative of ambient concentrations in the area
- Measurements are accurate and precise in order to meet monitoring requirements
- Data can be consistently compared with data from national and international standard sites
- Measurements are consistent over time

PM2.5 levels are measured by TEOM Filter Dynamics Measurement System (FDMS) .

Further information on data validation and ratification is available on the defra website: www.uk-air.defra.gov.uk

A.2 Diffusion Tube Quality Assurance / Quality Control

Haringey's diffusion tubes are prepared and analysed by Lambeth Scientific Services who are a UKAS accredited laboratory. This laboratory participates in the WASP scheme (Workplace Analysis Scheme for Proficiency) to meet European standards and is involved in the network field inter-comparison exercise operated by NETCEN, which assesses the sampling and analytical performance of the tubes. Nitrogen dioxide diffusion tubes are prepared using the 50% triethanolamine (TEA) in acetone method.

One diffusion tube is co-located with an automatic analyser for NO₂. This is at the Haringey Roadside monitoring site. All diffusion tube results have been appropriately bias adjusted, using the analytical laboratory adjustment factor (1.07); as only one diffusion tube is co-located.

Co-ordination of a quality assurance/quality control (QA/QC) framework, aimed at the analytical laboratories that supply and analyse the diffusion tubes currently comprises:

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- Promotion of the independent Workplace Analysis Scheme for Proficiency (WASP), operated by the Health and Safety Laboratory, with yearly assessment against agreed performance criteria.
- Operation of a field intercomparison exercise, in which diffusion tubes are co-located with an automatic analyser: from January 2006 this is at a roadside site.
- Operation of a QC solution testing scheme. Participation is recommended for any laboratory that prepares or analyses NO₂ diffusion tubes used by Local Authorities for LAQM purposes.

Quarterly summaries of participating laboratories' performance in the WASP scheme over the preceding 12 months, prepared by AEA, are available by clicking on the links below:

<http://laqm.defra.gov.uk/bias-adjustment-factors/national-bias.html>

A.3 Adjustments to the Ratified Monitoring Data

Short-term to Long-term Data Adjustment

The data capture rate for all monitoring data for 2015 is above 75% of a full calendar year (more than 9 months). No adjustment is required.

Distance Adjustment

All monitoring locations are representative of public exposure. No Distance adjustment is required.

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Appendix B Full Monthly Diffusion Tube Results for 2015

Table N. NO₂ Diffusion Tube Results

Site ID	Valid data capture for monitoring period % ^a	Valid data capture 2015 % ^b	Annual Mean NO ₂												Annual mean – raw data ^c	Annual mean – bias adjusted ^c
			Jan	Feb	March	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec		
HR06	100	100	38	54	54	44	45	44	36	49	63	46	51	46	47.5	51
HR08	92	92	32	35	30	27	19	23	20	23	No Sample	44	34	33	29.1	31
HR14	100	100	31	42	31	36	34	32	30	46	33	43	43	38	36.6	39
HR19	100	100	37	47	46	33	41	42	43	38	38	36	53	40	41.2	44
HR20	100	100	30	31	34	32	28	26	29	32	31	31	39	22	30.4	33
HR21	75	75	31	No Sample	30	No Sample	27	23	25	28	29	36	No Sample	40	29.9	32
HR23	100	100	31	35	50	42	27	34	27	38	27	42	37	36	35.5	38
HR24	100	100	33	49	36	42	40	44	33	43	38	39	42	38	39.8	43
HR25	100	100	31	40	30	32	28	26	21	26	28	36	37	33	30.7	33
HR27	92	92	35	44	No Sample	46	34	36	31	36	39	47	48	51	40.6	43
HR28	100	100	32	37	32	33	28	36	24	25	34	38	36	35	32.5	35
HR29	83	83	No Sample	30	24	24	21	24	22	No Sample	31	38	42	40	29.6	32
HR30	100	100	47	42	52	51	44	56	46	22	46	47	54	51	46.5	50

Exceedence of the NO₂ annual mean AQO of 40 µg m⁻³ are shown in **bold**.

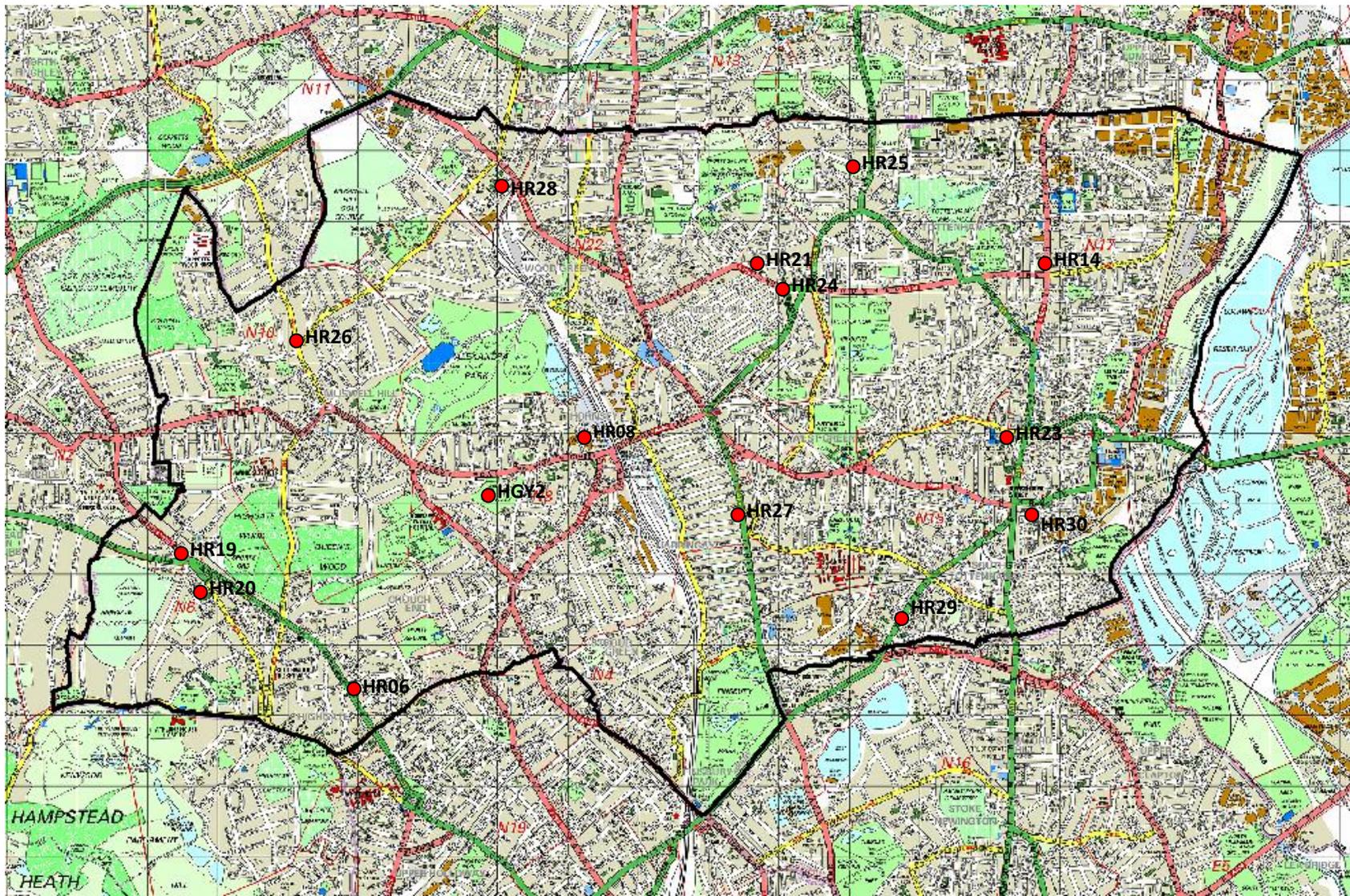
^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be “annualised” in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%

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Appendix C: Monitoring Site Locations:



Licence number 100019199.