

London Borough of Haringey
Air Quality Annual Status Report for 2019
Date of publication: May 2020

This report provides a detailed overview of air quality in the London Borough of Haringey during 2019. It has been produced to meet the requirements of the London Local Air Quality Management statutory process¹.

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The logo for Haringey London, featuring the word 'Haringey' in a large, white, stylized font with a red outline, and the word 'LONDON' in a smaller, white, sans-serif font directly below it. The logo is set against a dark red background.

¹ LLAQM Policy and Technical Guidance 2019 (LLAQM.TG(19)). <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-boroughs>

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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

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: ¹ by which to be achieved by and maintained thereafter

1. Air Quality Monitoring

Haringey operates two automatic monitoring stations (Table B), which are both representative of public exposure.

For Haringey roadside, the nearest relevant exposure are residential properties located less than 4m from the kerb; the sample inlet is in line with the building façades, demonstrating relevant exposure. This site is located on High Road, Tottenham and is classified as a Roadside site. Monitoring at this location has been undertaken since December 1994.

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 whilst monitoring at the location started in November 2012. In 2013, the monitoring equipment was relocated to its current location within the park from another area within the park for safety reasons.

1.1 Locations

Table B. Details of Automatic Monitoring Sites for 2019

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 (639, High Road)	533894	190707	Roadside	Yes	3m – residential	4m	4m	NO ₂ ,	Chemiluminescent; TEOM FDMS
UK-AIR ID: UKA00568 EU Site ID: GB1024A	Haringey South (Priory Park)	529987	188917	Urban Background	Yes	None	N/A	3.5m	NO ₂ , Ozone	Chemiluminescent

The Council has been monitoring for nitrogen dioxide by diffusion tube throughout the borough since 2004. Towards the end of 2010, six of the existing monitoring location sites were closed and nine new locations were opened. These nine new locations were chosen as a 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.

Table C below gives individual site details, locations for the 2018 and 2019 monitoring round. There were sixteen diffusion tube monitoring locations throughout the borough in 2019. All diffusion tube sites are indicative of relevant exposure from roadside and background sites. The diffusion tubes are located at building facades of residential properties and schools or adjacent to hotspot locations where possible.

Three of the diffusion tubes sites have been at their location long-term (>10 years); these are a mixture of roadside and background sites and thus provide good long-term trends. Diffusion tube HR14 is co-located with Haringey Roadside automatic monitoring site and the data is fed into the National Diffusion Tube Co-location study. In 2018, monitoring at locations HR20 and HR28 stopped and monitoring at locations HR36 and HR37 began as detailed in the following table: In 2019, two additional monitoring locations in HR21 and HR38 began whilst HR28 also re-commenced.

Location	Number (see Table C)	Description/Comments
• Schools	5	All school diffusion tube monitoring sites are located within 150m of a main road carrying >10,000 vehicles per day. Existing: <u>Diffusion tubes added:</u> 2017: HR34 (Coleridge Primary school) and HR35 (Chesnuds Primary School) 2018: HR36 (Holy Trinity CE School, Tottenham) 2019: HR21 (Lordship Lane Primary School), HR38 (Welbourne School) whilst HR28 (Bounds Green Primary School, N11) re-commenced. <u>Diffusion tube stopped:</u> 2018: HR28 (Bounds Green Primary School, N11).
• Main road	5	<u>Diffusion tube added:</u> 2018: Monitor HR37 (Weston Park/Broadway, Crouch End).
• GP Surgeries	2	These are located outside GP surgeries (i.e. HR24 Westbury Medical Centre, Westbury Ave, N22 and HR27 (The Old Surgery, Green Lanes, N8).
• Urban background	1	HR08 was classified as an urban background site, however the adjacent site has been undergoing redevelopment to mixed use, residential and commercial. Therefore, consideration is still being given to relocation.

Table C. Details of Non-Automatic Monitoring Sites for 2019

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	528945	187682	Roadside	Y	<0.5m	1.5m	2.5m	NO ₂	N
HR08	Former Mortuary	523440	189446	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
HR21 ^c	Lordship Lane Primary School	532010	190549	Roadside	Y	0m - located in school playground	N/A	1.5m	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	The Old Surgery, Green Lanes, N8	531758	188872	Roadside	Y	0m – located on building facade	4.5m	2.5m	NO ₂	N
HR28 ^c	Bounds Green Primary School, N11	530063	191324	Roadside	Y	7.5m	2m	2.5m	NO ₂	N
HR30	Earlsmead Primary School, N17	533899	189023	Roadside	Y	0m – located within school site.	<0.5m	2.5m	NO ₂	N
HR31	Wood Green High Road, N22	531245	189935	Roadside	Y	3m	<0.5m	2 m	NO ₂	N
HR32	Archway Road / Southwood Road N10	528612	188072	Roadside	Y	<1m	<0.5m	2m	NO ₂	N
HR34 ^a	Coleridge Primary school	531079	187926	Roadside	Y	0m – located within school site.	<0.5m	2.5m	NO ₂	N
HR35 ^a	Chesnuds primary school	532324	188766	Roadside	Y	0m – located within school site.	<0.5m	2.5m	NO ₂	N
HR36 ^b	Holy Trinity CE School, Tottenham	533842	189581	Roadside	Y	0m - On Large Gate Outside Playground Area	2m	2 m	NO ₂	N

						Somerset Rd, London N17 9EJ				
HR37 ^b	Weston Park/Broadway, Crouch End.	530123	188420	Roadside	Y	0m - Outside Gail's Bakery 48 The Broadway, London N8 9TP	2m	2 m	NO ₂	N
HR38 ^c	Welbourne School N15	533991	189460	Roadside	Y	0m – Located on the school fence	2m	2.5m	NO ₂	N

^a monitoring started in 2017, ^b added in 2018 and ^c added in 2019

1.2 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 and Bias-adjusted Monitoring Results (µg m⁻³)

Site ID	Site type	Valid data capture for monitoring period % ^a	Valid data capture 2019 % ^b	Annual Mean Concentration (µg m ⁻³)						
				2013 ^c	2014 ^c	2015 ^c	2016 ^c	2017 ^c	2018 ^c	2019 ^c
UK-AIR ID: UKA00260 EU Site ID: GB0637A	Automatic	95	95	43	48	40	43	40	39	37
UK-AIR ID: UKA00568 EU Site ID: GB1024A	Automatic	99	99	26	24	24	26	24	23	22

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

NO₂ annual means in excess of 60 µg m⁻³, indicating a potential exceedance 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%

The concentration of NO₂ monitored along the Haringey Roadside was still higher than that recorded on London Haringey Priory Park South. No exceedances of the annual objective of 40µg/m³ NO₂ were identified at either of the two Haringey locations, therefore the annual objective has been achieved. The hourly NO₂ objective was achieved at both monitoring locations.

At the Haringey South location, the NO₂ trend remains steady and low whilst that of the Haringey Roadside has also continue to fall in concentration.

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

Site ID	Diffusion Tube type	Valid data capture for monitoring period % ^a	Valid data capture 2019 % ^b	Annual Mean Concentration (µg m ⁻³)							
				2012 ^c	2013 ^c	2014 ^c	2015 ^c	2016 ^c	2017 ^c	2018 ^c	2019 ^c
HR06	Archway Road	100	100	<u>69</u>	56	42	51	44	41	35	36.3
HR08	Former Mortuary	100	100	32	30	25	31	28	27	19	29.5
HR14	639 High Road, N17	100	100	46	39	37	39	33	34	33	34.1
HR21 ^c	Lordship Lane Primary School	75	75	37	32	29	33	31	30	-	23.0
HR24	Westbury Medical Centre	100	100	42	41	33	43	37	33	33	34.1
HR25	Rowland Hill Nursery, White Hart Lane	91.7	91.7	37	34	34	33	30	29	35	27.4
HR27	The Old Surgery, Green Lanes, N8	91.7	91.7	44	40	33	43	36	33	31	36.4
HR28 ^c	Bounds Green Primary School, N11	66.7	66.7	-	40	30	35	33	34	-	30.70
HR30	Earlsmead Primary School, N17	91.7	91.7	-	-	-	50	43	40	44	39.6
HR31	Wood Green High Road, N22	83.3	83.3	-	-	-	-	59	52	<u>65</u>	<u>67.8</u>
HR32	Archway Road / Southwood Road N10	100	100	-	-	-	-	<u>69</u>	55	<u>66</u>	53.4
HR34 ^a	Coleridge Primary school	91.7	91.7	-	-	-	-	-	31	31	32.1
HR35 ^a	Chesnuts primary school	100	100	-	-	-	-	-	22	31	30.5

Site ID	Diffusion Tube type	Valid data capture for monitoring period % ^a	Valid data capture 2019 % ^b	Annual Mean Concentration ($\mu\text{g m}^{-3}$)							
				2012 ^c	2013 ^c	2014 ^c	2015 ^c	2016 ^c	2017 ^c	2018 ^c	2019 ^c
HR36 ^b	Holy Trinity CE School, Tottenham	100	100	-	-	-	-	-	-	30	33.9
HR37 ^b	Weston Park/Broadway, Crouch End.	91.7	91.7	-	-	-	-	-	-	36	42.2
HR38 ^c	Welbourne School N15	75	75	-	-	-	-	-	-	-	24.5

Notes: Exceedance of the NO₂ annual mean AQO of 40 $\mu\text{g m}^{-3}$ are shown in **bold**.

NO₂ annual means in excess of 60 $\mu\text{g m}^{-3}$, indicating a potential exceedance 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%

All the diffusion tube results have been appropriately bias adjusted, using the analytical laboratory adjustment factors. Exceedances of the annual objective of 40 $\mu\text{g}/\text{m}^3$ are highlighted in bold. Similarly, to the 2018 data, HR31(Wood Green High Road) and HR32 (Archway Road/Southwood) exceed the air quality objective but HR30 (Earlsmead primary) falls below the air quality objective whilst there is a new exceedance in HR37 (Weston Park/Broadway Crouch End). The results are in accordance with the fact that the diffusion tubes are located in or adjacent to hotspot locations, as identified by the Bureau Veritas AQ modelling.

The concentration recorded at HR06(Archway) has remain steady to that of 2018 with the results shown the concentration of NO₂ below the air quality objective of 40 $\mu\text{g}/\text{m}^3$ as observed in 2017.

The data presented represents monitoring results for a 12-month period (January – December) and tubes are exposed in accordance with the UK Defra guidance LAQM.TG (16).

Diffusion tubes are considered to have limitations. 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 HR14 (639 High Road, Tottenham) and submits the data annually.

It is the national 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 their 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 was 0.85 for 1 study for year 2019.

Table E shows that there have been no exceedances of the hourly NO₂ objective in 2019.

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

Site ID	Valid data capture for monitoring period % ^a	Valid data capture 2019 % ^b	Number of Hourly Means > 200 µg m ⁻³						
			2013 ^c	2014 ^c	2015 ^c	2016 ^c	2017 ^c	2018 ^c	2019 ^c
UK-AIR ID: UKA00260 EU Site ID: GB0637A	95	95	1	0	0	6	5	0	0
UK-AIR ID: UKA00568 EU Site ID: GB1024A	99	99	-	0	0	0	0	0	0

Notes: Exceedance 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 exceedances of the hourly NO₂ objective in 2019.

The 2019 annual Mean NO₂ Concentration in the London Borough of Haringey are attached to this report (Appendix C).

PM10 Automatic Monitor:

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

www.uk-air.defra.gov.uk

In January 2016; Defra's AURN London Network managers (Environmental Research Group, Kings College, London) notified the Council of its intention to remove the PM2.5 Defra network monitor from the HGY1 location to another location, outside of the borough:

'Under the AQ Directive, Defra are required to regularly assess the monitoring requirements in the UK. During the most recent assessment, London was found to have a greater number of PM2.5 instruments than required under the directive but the number in some other zones and agglomerations in the UK were identified as requiring additional PM measurement. Defra therefore needs to move the PM2.5 instrument from your site at Haringey Roadside to another AURN site'

PM2.5 monitoring is no longer carried out in Haringey. Historical PM2.5 monitoring data is available at: www.uk-air.defra.gov.uk

2. Action to Improve Air Quality

2.1 Air Quality Action Plan Progress

Table F below provides a summary of Haringey's progress against the Air Quality Action Plan, made this year. The measures represent those in the previous Air Quality Action Plan (2010 – 2018) replaced in October 2019.

However, there are some measures in the current Air Quality Action Plan (2019 – 2024) that we have started its implementation and where this is the case, this is explicitly noted in the various measures.

Table F. Delivery of Air Quality Action Plan Measures

Measure	Action	Progress <ul style="list-style-type: none"> • Emissions/Concentration data • Benefits • Negative impacts / Complaints 	Further information
1. The local authority is to Lead by Example and Reduce Emissions from the Council Fleet	All vehicles in council ownership or leased will be complaint with ULEZ requirements. Planning have two electric vehicles managed outside of the council fleet. No vehicle tracking was undertaken in 2019. However, at the time of publishing this report, vehicle tracking was being considered within Parks and Home for Haringey`s fleet. Driver assessment is part of our insurance requirements whilst the Council has submitted a DfT bid for 6 E-Cargo Bikes to be used in our parks service.	In addition to the previous progress on this measure, In the updated AQAP in 2019, the council has also proposed to increase the number of hydrogens, electric, hybrid, bio-methane and cleaner vehicles to replace the boroughs' fleet.	This measure has now been replaced with action 17 in the new AQAP.

<p>2. Electric Vehicle Charging Points</p>	<p>We installed 38 new charge points between June and December 2018, totalling 40 points altogether. These EV points are operated and managed by BluePoint London and the points are part of the Source London network.</p> <p>https://www.sourcelondon.net/</p> <p>TfL have installed 4 rapid chargers on Transport for London Road Network (TLRN 'red routes') in the borough.</p> <p>They are also working with the council to installed 5 more Rapid charging points on borough road/lands in 2029, one for taxis in Wood Green and 4 in car parks. These charging points are managed and operated by BP Chargemaster Ltd and are part of the Polar network.</p> <p>https://polar-network.com</p> <p>This year the council is working to install additional 25 Lamp column charge points which will be operated by Char.gy Ltd and 12 Standard charging points operated by BP Chargemaster Ltd. These are funded through the Go Ultra Low Emission schemes (GULCS) funding.</p>	<p>For the year 2019, the council has 38 operational EV points, 5 Rapid EV points, and 2 EV points at Tottenham Leisure Centre. The council is however working towards 25 Lamp Column EV points, 6 EV double points which server 12 EVs in Summer 2020. The council Investigate 33EV points for installation this year and will work to install the new points in the year 2020/2021.</p>	<p>Replaced by action 24 in the new AQAP.</p>
<p>3. Car Clubs</p>	<p>There are two types of car clubs operational in Haringey, round trip car clubs operated by Zip-Car and City Car, there about 80 car club vehicles operating in Haringey.</p> <p>We also signed a new contract last year in 2019 with Zip Car for them to operate flex car club which is the One-Way Car club model in the borough.</p> <p>The car club vehicles operating in Haringey includes electric cars, standard cars, people carriers and vans.</p> <p>DriveNow the car club operator who used to operate a One-Way Car club in the borough since 2014 has terminated their contract in March 2020 and no longer operate in the borough. This was not because of any issues with Haringey specifically, but it is part of the DriveNow's decision to cease all operations in London entirely.</p>	<p>Signing of new contract.</p>	<p>Replaced by action 24 b & c in the new AQAP.</p>

<p>4. Travel Plans</p>	<p>Haringey continued to encourage and support all schools across the borough to develop and implement school travel plans. The travel plans evidence the initiatives that schools implement 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 Smarter (Active) Travel Team to promote initiatives and messages more effectively.</p> <p>Activities over 2019 include:</p> <ul style="list-style-type: none"> - Termly newsletter that goes to all STARs accredited schools - Annual STARs celebration awards, where schools are presented with their Awards and attend workshops to develop new initiatives to adopt in their schools as detailed in measure No 7 described below. - Regular meetings with schools - Smarter (Active) Travel team supported the implementation of the School Street at one of the schools and working with colleagues to explore other potential schools for traffic restrictions to improve AQ and RS - Provide small grants to schools to help cover the cost for implement travel plans initiatives. - Delivery of national campaigns such as, Walk to School Week; Car Free Day; Bike Week; Clean Air Day, Cycle skills training, walking activities such as Hari Bear <p>Maintained \geq 63% schools with current travel plans in Haringey (2019)</p> <p>Follow link for more info: http://www.haringey.gov.uk/parking-roads-and-travel/travel/school-journeys</p>	<p>The council maintained \geq 63% schools with current travel plans in 2019.</p>	<p>Replaced by action 13 & 14 in the new AQAP.</p>
<p>5. 20 mph zones / Community Streets</p>	<p>All streets in Haringey have a 20mph speed limit with the exception of main roads and TfL managed roads.</p>	<p>The council continue to implement this measure.</p>	
<p>6. No Idling Zones</p>	<p>There have been no amendments / changes to the legislation; the Fixed Penalty fine for idling vehicles remains at £20 and at this time is not cost effective for the Council to enforce. However, we have been committed to driving behavioural change to reduce idling. The council through its participation in the Pan London Anti-Idling Project by</p>	<p>Whilst the council has continued to drive behavioural changes, its effort on campaign and</p>	<p>Replaced by action 21 in the new AQAP.</p>

	<p>partnering with GLA has continued to drive the behavioural change through the delivery of school assembly KS1 and 2 students and conducting of school air quality workshop KS2 children to create anti-idling banners.</p> <p>In 2019, 1 school assembly was delivered to 450 KS1 and 2 students whilst 1 school air quality workshop was conducted to 30 KS2 children to create anti-idling banners with additional 3 schools i.e. Bound Greens, St Francis de Sales, Rokesly Junior and many more already marked out for similar workshop and idling action events.</p>	<p>education has also continued to be intensified such as the council participation in the Pan London Anti-Idling Project and enforcement.</p>	
7. Smarter Travel Promotion	<p>The Smarter Travel Team continue to utilise the number of national and local campaigns to encourage take-up of sustainable modes of transport.</p> <p>A range of active travel projects carried out in 2019 include:</p> <ul style="list-style-type: none"> • STARS Accredited schools – 65 (40 have achieved Gold Status, 10 Silver and 15 bronze). • Promotion of Walk to School Week, visiting schools and encourage activities such as walking relays and ‘Walking Bear’ competitions. • Borough STARS celebration event – 23 schools attended. • Total of 160 children (2017-18) have been taught the basics of bike maintenance and providing the opportunity to use the tools needed and to put into practice what they had learnt. • Engaged with 6736 people to deliver personal travel plans. • Engaged with 7581 pupils, carrying out 25 AQ focussed lessons and 37 assemblies at 24 primary schools in the borough. • 24 other Smarter Travel activities, using the opportunity to raise awareness and promote air quality issue. Events included the Hari Bear walk, an AQ talk at schools and community centres. Supporting the Haringey Health & Well Being Fair – promoting AQ and associated issues at the Smarter Travel stall. • Tri-borough annual Festival of Cycling and walking, 2000 attendees • Encourage council staff engagement with Active Travel through staff health walks, walk to workday, bike week, staff pool bikes, cycle to work scheme. 	<p>The council STARS Accredited Schools in 2019 was consistent with the result of 2018 and there are more schools on Gold status in 2019 than the previous year.</p> <p>There is £1.5m from the Council Capital Programme to deliver a school street plan and measures outside the schools with the worst air quality across the borough. This is currently under review due to COVID, but there is still the ambition to deliver AQ and social distancing measures outside all schools.</p>	<p>Replaced by actions 10, 12, 21 and 25 in the new AQAP.</p>

	<ul style="list-style-type: none"> • The Haringey Personal Travel Planning (PTP) & Walk Zone Project involves undertaking Personal Travel Planning and a 10-minute Walk Zone project with 12 primary schools in total. • The project forms part of the Haringey Year of walking campaign so a key focus is to deliver a modal shift to walking by using proven PTP methodologies to overcome car use with other sustainable modes as secondary options. The project is jointly funded by the Haringey Smarter Travel Programme and the Mayor’s Air Quality Fund. With that in mind, much of the work focusses on providing air quality information and advice to Haringey residents <p>Walk Zones - 10-minute Walk Zone projects are delivered with 12 schools per year:</p> <p>Workshop 1 – Introduction to the project and then outdoors walking with stop watches to plot a realistic 10-minute Walk Zone for the school.</p> <p>Workshops 2 & 3 – Developing, planning and rehearsing methods to promote the map to the school community. These methods usually take the general form of an assembly and an on-street launch event.</p> <p>Pupil led assembly - to promote park and stride, the map and any associated messages to fellow pupils.</p> <p>On-street/playground campaign - to promote the map, its purpose and key messages to parents and carers.</p> <p>For more information on Smarter Travel Team activities;</p> <p>http://www.haringey.gov.uk/index/environment_and_transport/travel/smartertravel.htm</p>		
8. Cycle Routes and Cycle Parking	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.	The council continue to promote this measure in 2019.	Replaced by action 25 in the new AQAP.

	<p>The Council website actively promotes cycling and provides information and resources to assist, including cycling benefits, how to stay safe and cycle responsibly, cycling events, purchasing a bike, training opportunities and bike maintenance.</p> <p>We have invested heavily in cycle parking facilities over recent years and have installed over 1,400 publicly accessible on-street cycle parking spaces. We have installed cycle stands along town centres, outside shops, doctors' surgeries, local underground and rail stations etc.</p> <p>We have trialed a cycle parking rack in the shape of a car, known as a 'Car Bike Ports' which are able to take ten bicycles in a single car parking space. The message is, 'ditch the car and start cycling'.</p> <p>We have installed bike hangars on a number of residential streets to accommodate demand for secure residential cycle parking. To date we have installed 52 in the borough.</p> <p>The council continues to work with the Haringey Cycling Campaign www.haringeycyclists.org. Detailed information about cycling in Haringey on the Council's website:</p> <p>http://www.haringey.gov.uk/parking-roads-and-travel/travel/cycling</p>	<p>During 2019/20 the Council started the development of the borough wide Cycling and Walking Strategy with the objective to make Haringey a leader for active travel. This Strategy will aim to be completed by the end of 2020/21.</p>	
<p>9. Sub regional Transport</p>	<p>Work continues to progress between the 4 North London Boroughs Haringey, Enfield, Barnet and Waltham Forest with the previously identified priorities:</p> <p>Supporting Londoners to cycle.</p> <p>Securing additional further investment for the rail network, particularly for larger, longer-term schemes.</p> <ul style="list-style-type: none"> - 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. 		

	<ul style="list-style-type: none"> - 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 of 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. <p>Following publication of the Mayors Draft Transport Strategy Haringey began development of the Local Implementation Plan (LIP). The Haringey Transport Strategy was published in 2018 and the Low Emission Vehicle Strategy which incorporates the aspirations of the Mayors Draft Transport Strategy:</p> <p>http://www.haringey.gov.uk/search/haringey_cse/haringey%20transport%20strategy</p>		
<p>10. Determining the Impact of developments on Local Air Quality</p>	<p>In March 2017 Haringey adopted the new Development Management Development Plan which requires that Air quality assessments will be required for all major development and other development proposals, where appropriate.</p> <p>Where necessary, adequate mitigation must be provided.</p> <p>In 2019, air quality was a consideration at the planning application stage for all 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>The council has continued to deliver without fail on this measure.</p>	<p>Replaced by action 2 in the new AQAP.</p>
<p>11. Car Free Developments</p>	<p>The council continues to encourage car-free developments.</p> <p>In March 2017 Haringey adopted the new Development Management Development Plan which sets clear standards for Transport and Parking and continues to encourage car-free developments.</p> <p>The Council will support proposals for new development with limited or no on-site parking where:</p>	<p>Considerable progress was made in 2019 on this measure through the Council supports for the cycle to work scheme for employees, plus a private</p>	<p>Replaced by action 22 in the new AQAP.</p>

	<ul style="list-style-type: none"> - There are alternative and accessible means of transport available; - Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index; - A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development; - Parking is provided for disabled people; - Parking is designated for occupiers of developments specified as car capped. <p>The Council requires that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.</p> <p>The Council support the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as a recreational activity.</p> <p>The Council also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.</p> <p>The Council will require the submission of a Travel Plan and a Transport Assessment/Statement in support of development proposals in accordance with the Transport for London thresholds</p> <p>The Council also supports the cycle to work scheme for employees, plus a private company supported to offer bike ownership/hire scheme offering residents the opportunity to obtain bicycles/ebikes/ecargo bikes on either a monthly rental scheme or convert to purchasing the hired bike.</p> <p>Cycle skills training for all over age of 9 plus free bike maintenance sessions in our parks support residents to be less reliant on cars.</p> <p>The Council has collected £60k from development to support the delivery of public EV charging stations in the borough whilst new developments are required to deliver EV charging within its parking strategy. Although, most of the new developments are now car free.</p>	<p>company supported to offer bike ownership/hire scheme offering residents the opportunity to obtain bicycles/ebikes/ecargo bikes on either a monthly rental scheme or convert to purchasing the hired bike.</p> <p>This is in addition to Cycle skills training for all over age of 9 plus free bike maintenance sessions whilst the Council has collected £60k from development to support the delivery of public EV charging stations in the borough with new developments also required to deliver EV charging within its parking strategy.</p>	
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<p>12. Control of Dust during demolition and construction phases</p>	<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 (CCS).</p> <p>In 2019, 26 planning applications required to submit a dust management plan and register with the CCS.</p> <p>Mayors Air Quality Funding (MAQF) enabled Haringey to recruit a shared (with Enfield Barnet and Waltham Forest) NRMM officer to review, condition and discharge all relevant planning applications and to carry out site visits to ensure that dust management plans are effective. Unfortunately, the officer left prematurely, and his work ceased. However, for any construction/development site audit, this is now been conducted by the Merton Regulatory Services Partnership through the Non-Road Mobile Machinery (NRMM) London Project Plan whilst Lead Officer – Pollution is now responsible for review, recommendation of condition and its discharge for all relevant planning applications and to carry out site visits where required to ensure that dust management plans are effective.</p>	<p>This has continued to be one of the measures to improve the council AQ.</p> <p>In 2019, 26 planning applications were required to submit a dust management plan and register with the CCS.</p>	<p>Replaced by action 2 in the new AQAP.</p>
<p>13. Biomass Boilers</p>	<p>No biomass boilers were proposed in 2019.</p>	<p>The council continued to push for alternative energy source</p>	<p>Replaced by action 4 in the new AQAP.</p>
<p>14. Tree Planting</p>	<p>170 new trees were planted during the 2017/18 tree planting programme. The majority of these (91) were planted in parks using a grant from the GLA. All of the sites identified were immediately adjacent or close to roads with high air pollution levels. Data from the GLA stated they have an annual mean NO₂ air pollution measuring between 58 to 91 micrograms per metre cubed (ug/m³). The new trees were planted in existing gaps in canopy cover or in groups to improve the density of green corridors. All the sites are well used by the local community for recreation and leisure activities and they are all in areas where large regeneration projects are either underway or planned. 49 new street trees were planted, which were funded by private sponsorship or were part of planned highway refurbishment schemes.</p>	<p>We managed to plant 158 new trees during the 2019/20 planting season. 79 were street trees, 55 in parks and 24 on HH sites.</p>	<p>Replaced by action 18 in the new AQAP.</p>

	<p>Whilst it was proposed to plant up to 125 new trees during the 2018/19 tree planting programme, we managed to plant 158 new trees during the 2019/20 planting season. 79 were street trees, 55 in parks and 24 on HFH sites.</p> <p>The Conservation Volunteers (TCV) had also planted 456 new trees in Haringey during this period up to the end of January 2020, but these are ‘whips’ as opposed to ‘Heavy Standards’ which is the size we usually plant.</p>		
15. Controlling emissions through climate change actions	<p>The council continues to promote sustainable measures for the sectors: homes, workplaces, transport and energy. This is in accordance to <i>Haringey 40:20</i>, an ambitious target to reduce CO₂ emissions in the borough by 40% by 2020. This ambition was superseded in 2018, with a more challenging target of being zero carbon by 2050. Analysis was conducted to determine a route map as to how this could be achieved. Early in 2019, a Climate Emergency was declared by the Council and work has since been undertaken to bring forward the net zero carbon target. The Draft Haringey Climate Change Action Plan (March 2020) sets out the commitment and proposed actions to become a net zero carbon borough by 2041.</p> <p>Data on Haringey’s emissions from 2017 (which is the latest data available) show a 6.1 per cent decrease between 2016 and 2017. Whilst emissions in the transport sector decreased by 2.9% from 2016 to 2017, the transport emissions increased by 0.6 per cent the year before. Over two-thirds of London local authorities saw an increase in transport emissions.</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 latest report can be downloaded at:</p> <p>https://www.haringey.gov.uk/environment-and-waste/going-green/reducing-co2-emissions</p>	<p>Early in 2019, a Climate Emergency was declared by the Council and work has since been undertaken to bring forward the net zero carbon target.</p> <p>During 2019 the Council worked with stakeholders on a borough wide Climate Change Action Plan. In March 2020 the Council published its Borough Climate Change Action Plan which sets out a date for the Council itself to be zero carbon by 2027 and the borough by 2041. Engagement is currently on hold due to the Covid Crisis.</p>	
16. Industrial Process Emissions	<p>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.</p>		

	As at December 2019 there were 43 dry cleaners' premises, 2 Part B premises and 15 petrol stations permitted to operate in the borough. These figures represent a reduction of 4 installation from the number that was in operation as at December 2018.		
17. Smoke and Emissions from Bonfires	<p>The council continues to enforce smoke emissions from bonfires. There have also been complaints about smoke from wood burning on canal boats and from restaurants using charcoal grills. These are proving challenging to deal with due to the limitations of current legislation.</p> <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 • 2016 – 73 bonfire complaints • 2017 – 102 bonfire complaints • 2018 – 65 bonfire complaints • 2019 – 69 bonfire complaints 	There was a slight increase in the level of enforcement actions taken by the council on this measure in 2019 compared to the preceding years.	Replaced by action 7 in the new AQAP.
18. Air Pollution and Health	<p>The air quality pages on the council website are regularly updated. Airtext, along with Walkit.com are promoted on these pages. The air quality team has established good links with the 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> <p>http://www.haringey.gov.uk/index/social_care_and_health/health/jsna/jsna-wider-determinants/jsna-environment.htm</p> <p>In 2018 the MAQF funded a series of public health engagement projects and activities to raise awareness of the issues around Air Pollution and Health. The following projects were completed, and an evaluation report has been submitted to the GLA:</p> <ul style="list-style-type: none"> - An Air Quality Health Engagement project was delivered by the Pollution team. Consisting of 4 public information AQ stands at various locations around the borough: 2 in Wood Green shopping area, 1 in Crouch End and 1 in the Tottenham area. In addition to this – 2000 postcards were designed and printed – promoting Airtext & 	<p>The council has continued to deliver on this measure in 2019.</p> <p>In Tottenham there are three schools and one children's centre that are part of the School Superzones pilot. Two of the school were already selected by the GLA to receive an audit funded by the Mayor of London. The audit identified measures to protect pupils' health from air pollution and will also</p>	Replaced by action 10 in the new AQAP.

	<p>Haringey's air monsters. A number of which were distributed to all 9 libraries in Haringey as well as being distributed at the AQ stands and the Health Group seminars.</p> <ul style="list-style-type: none"> - There is still a total of 3 Health groups in Haringey (2 x Breathe Easy Groups and 1 x Stroke group), providing AQ information. - An Air Quality Action Day promoting no-idling to raise awareness of car exhaust fumes outside the school gates. Officers handed out leaflets and gave advice to parents/carers dropping and picking up their children at two Haringey Schools. - We have responded to complaints about operators transporting children with Special Educational Needs & Disabilities (SEND) to schools/colleges around the borough have been leaving their engines idling outside of the school/college. - The smarter travel team delivered cycle maintenance workshops to pupils at three schools in Haringey, teaching the basics of bike maintenance and giving the trainees an opportunity to use the tools needed and to put into practice what they had learnt. A total of 80 young people was trained. <p>Three schools and one nursery in Haringey were selected by the GLA to receive an audit funded by the Mayor of London. The audit identified measures to protect pupils' health from air pollution and will also examine new ways to lower emissions and exposure to pollution in and around schools and the nursey. The audit has been completed and the implementation of school measures are ongoing.</p>	<p>examine new ways to lower emissions and exposure to pollution in and around schools and the nursey. The audit has been completed and the implementation of school measures are ongoing. The other school and Children's centre were included in air quality monitoring to ensure as the project continues, we can monitor more effectively. As part of it we are working with regeneration to improve the parks and green spaces accessed the children and the schools.</p>	
<p>19. Air Pollution Information Air quality monitoring Dissemination of Information School Awareness Project</p>	<ul style="list-style-type: none"> - 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 16 diffusion tube sites in the borough, located where there is risk of exposure and possible exceedances of the Governments objective. - Use of MAQF grant to deliver Air Quality workshops for council officers across a range of service areas. The community workshops and public meetings were specifically to capture ideas and public opinions, which were debated and formed 	<p>Additional three passive monitoring sites was added in 2019 whilst effort is at the final phase for additional automatic and passive monitoring sites to the current AQ monitoring locations in the borough.</p>	<p>Replaced by Actions 1 & 10 in the new AQAP.</p>

	<p>a starting point for the councils new AQAP. Feedback from the workshops also has been used to inform the council’s updated 2019-2024 air quality action plan.</p> <ul style="list-style-type: none"> - Formation of an internal steering group to demonstrate commitment to air quality objectives and inform the AQAP. <p>Haringey First school Street has opened in March 2019 - https://www.haringey.gov.uk/news/haringey-s-first-school-streets-scheme-successfully-installed</p> <p>Based on the success of this project the Council agreed £1.5m from the Council Capital Programme to deliver a school street plan and measures outside the schools with the worst air quality across the borough. This is currently under review due to COVID, but there is still the ambition to deliver AQ and social distancing measures outside all schools.</p>		
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3. Planning Update and Other New Sources of Emissions

Table G. Planning requirements met by planning applications in London Borough of Haringey in 2019

Condition	Number
Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	<u>20</u>
Number of planning applications required to monitor for construction dust	<u>26</u>
Number of CHPs/Biomass boilers refused on air quality grounds	<u>0</u>
Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions	<u>0</u>
Number of developments required to install Ultra-Low NO _x boilers	<u>14</u>
Number of developments where an AQ Neutral building and/or transport assessments undertaken	<u>24</u>
Number of developments where the AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	<u>0</u>
Number of planning applications with S106 agreements including other requirements to improve air quality	<u>0</u>
Number of planning applications with CIL payments that include a contribution to improve air quality	<u>0</u>
NRMM: Central Activity Zone and Canary Wharf Number of conditions related to NRMM included. Number of developments registered and compliant. Please include confirmation that you have checked that the development has been registered at www.nrmm.london and that all NRMM used on-site is compliant with Stage IIIB of the Directive and/or exemptions to the policy.	N/A
NRMM: Greater London (excluding Central Activity Zone and Canary Wharf) Number of conditions related to NRMM included. Number of developments registered and compliant. Please include confirmation that you have checked that the development has been registered at www.nrmm.london and that all NRMM used on-site is compliant with Stage IIIA of the Directive and/or exemptions to the policy.	<u>32</u> There are 32 conditions related to NRMM at the relevant 16 major building sites. 13 sites were registered on nrmm website in 2019. 7 sites were audited, with 6 of this fully compliant whilst 1 was not. The Council will continue to work to ensure development sites are compliant regarding emissions from NRMM. The borough has recently joined the Pan London NRMM monitoring scheme hosted by Merton Council. It aims to collate reports on, and to monitor the emissions from NRMM on development sites across London ensuring standards are applied consistently.

Records of the above information on planning applications are kept in the Haringey internal database called M3. This is also duplicated in the pollution team planning folder for officers' comment and recommendation.

The council received 26 planning applications that required AQ assessment in 2019. 20 submitted such report at the planning stage and the remaining 6 were conditioned to submit before commencing on site.

The NRMM record is from the yearly audit report submitted to the council through its membership of Pan London NRMM as well as from the registered information on the nrmm.london website for the council.

3.1 New or significantly changed industrial or other sources

No significantly changed industrial or other sources have been identified.

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 sending it onto the national data managers; who ratify it to EU standards.

Routine calibrations are undertaken fortnightly for both the (roadside site) and (background site) by ESU1. 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

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

PM₁₀ Monitoring Adjustment

No PM10 was monitored during the 2019 round.

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 national analytical laboratory adjustment factor of 0.85 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:

- 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 for HR28 Bound Green School was adjusted in line with Box 7.10 of the Local Air Quality Management Technical Guidance (TG16) using the Haringey South automatic monitoring station as the background site because the data capture rate for all monitoring data for 2019 at HR28 was 66.7% which is below 75% for a full calendar year required.

Table H. Diffusion Tube Data Annualisation for HR28

Months	Start Date	End Date	B1	D1	B1 when D1 is available
January	08/01/19	11/02/19	30.5		
February	11/02/19	06/03/19	34.8		
March	06/03/19	03/04/19	20.3		
April	03/04/19	30/04/19	23.5	37	23.5
May	30/04/19	04/06/19	15.7	29	15.7
June	04/06/19	07/07/19	13.7	26	13.7
July	07/07/19	07/08/19	14.0	26	14.0
August	07/08/19	04/09/19	14.2	30	14.2
September	04/09/19	02/10/19	17.3	36	17.3
October	02/10/19	06/11/19	21.8	29	21.8
November	06/11/19	10/12/19	30.1	-	-
December	10/12/19	08/01/20	27.2	29	27.2
		Average	22.0	30.25	18.43

Annual Mean (Am) = 22.0

Period Mean (Pm) of B1 = 18.43

Ratio of Am/Pm = 22/18.43 = 1.19

Therefore, the annualised average (D1) = Measured Period Mean Concentrations (M) x Annualisation Factor (Ra)

$$\begin{aligned}\text{Thus, } D1 &= M \times Ra \\ &= 30.25 \times 1.19 = 36 \mu\text{g}/\text{m}^3\end{aligned}$$

Distance Adjustment

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

Appendix B Full Monthly Diffusion Tube Results for 2019

Table I. NO₂ Diffusion Tube Results

Site ID	Site address	Valid data capture for monitoring period % ^a	Valid data capture 2019 % ^b	Annual Mean NO ₂												Annual mean – raw data ^c	Annual mean – bias adjusted ^c (0.85)
				Jan	Feb	March	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec		
HR06	Archway	100	100	45	61	47	54	41	37	33	33	41	36	49	36	42.75	36.3
HR08	Mortuary/ St James	100	100	40	42	35	39	31	29	26	34	32	32	40	37	34.75	29.5
HR14	639 High Road, N17	100	100	43	57	38	42	37	30	32	36	37	40	45	44	40.08	34.1
HR21	Lordship Lane Primary School, N22 5PS	75	75	-	-	-	29	24	20	16	27	25	25	42	36	27.11	23.0
HR24	Westbury medical centre	100	100	47	52	36	39	43	30	33	38	35	40	49	40	40.16	34.1
HR25	Rowland Hill Nursery, White Hart Lane	91.7	91.7	41	46	31	44	26	24	-	25	28	31	31	27	32.18	27.4
HR27	The old surgery Green Lanes	91.7	91.7	45	52	42	57	43	39	33	37	36	-	50	37	42.82	36.4
HR28	Bounds Green School, N11 2QG	66.7	66.7	-	-	-	37	29	26	26	30	36	29	-	29	36.00	30.7
HR30	Earlsmead primary	91.7	91.7	58	56	51	52	47	41	-	39	55	8	48	57	46.55	39.6
HR31	Wood Green High Road	83.3	83.3	94	2	-	80	102	84	96	81	85	-	79	94	79.7	67.8
HR32	Archway Road/Southwood	100	100	83	48	63	75	75	57	55	57	73	45	58	65	62.83	53.4
HR34	Coleridge Primary school	91.7	91.7	41	46	34	44	38	26	-	34	40	36	38	38	37.73	32.1
HR35	Chesnuds primary school	100	100	35	54	39	38	32	27	27	34	37	33	36	39	35.92	30.5

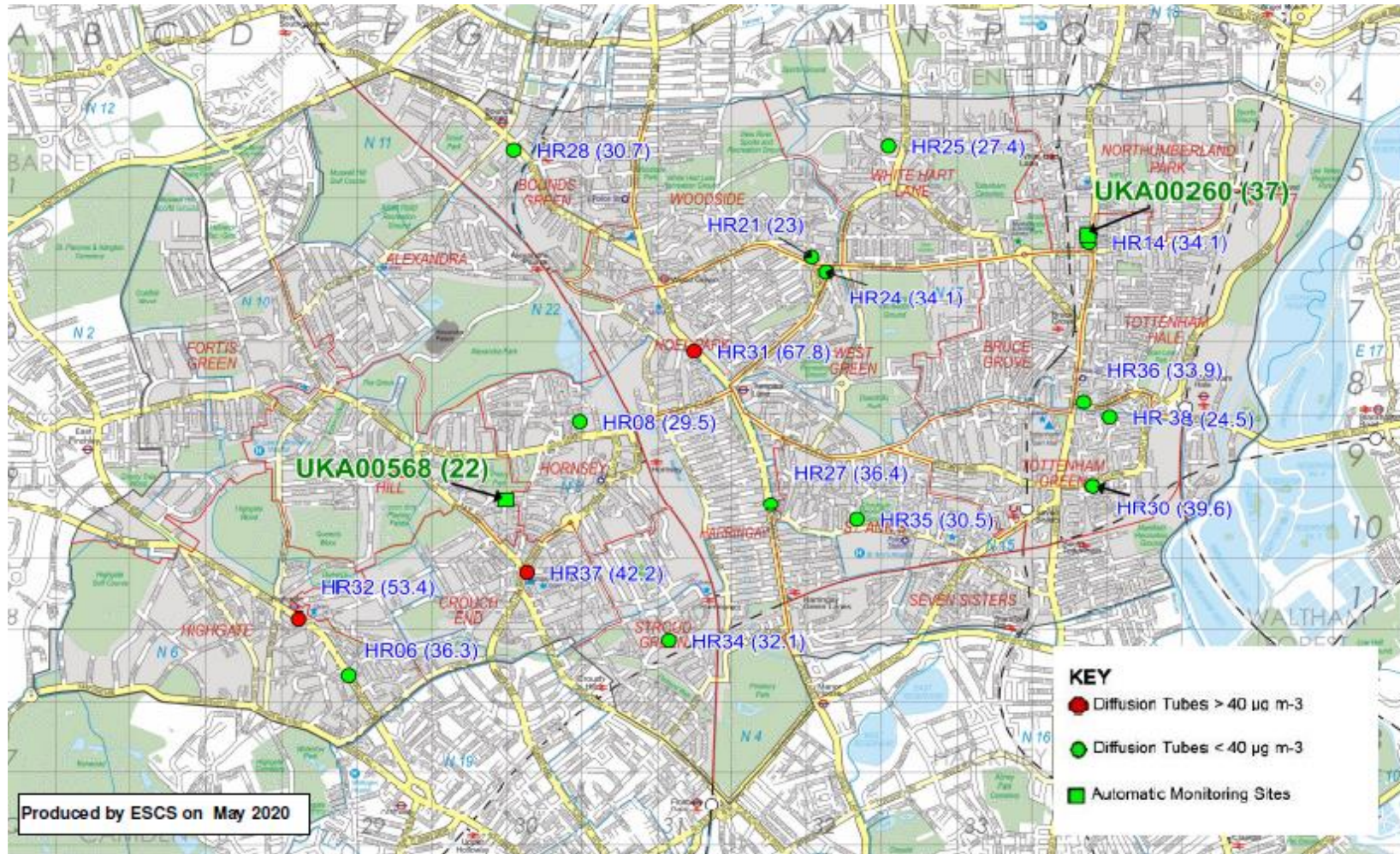
HR36	Holy Trinity CE School, Tottenham	100	100	42	45	45	31	39	31	32	43	40	44	39	47	39.83	33.9
HR37	Weston Park/Broadway, N8	91.7	91.7	52	56	46	69	49	129	-	35	34	43	43	39	49.64	42.2
HR38	Welbourne School, N15 4EA	75	75	-	-	-	33	27	16	23	28	32	31	39	30	28.78	24.5

Exceedance 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%



Air quality monitoring sites across London Borough of Haringey - 2019

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