

Mayor's Transport Strategy Integrated Impact Assessment: Scoping Report

Report for Transport for London

MVA in association With ERM and Future Inclusion

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mvaconsultancy

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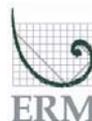


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Note to Reader:

This Scoping Report has been provided for the purpose of informing the reader of the scope and nature of the Integrated Impact Assessment process and its role in the development of the forthcoming Mayoral Transport Strategy.

This report was produced on the basis of the 'Way To Go' document, which set out the context of the forthcoming Mayor's Transport Strategy. Subsequent to this, TfL has been working on, and has now published, the Statement of Intent, and associated literature, which accompanies this report. These documents are part of the development of the forthcoming Mayor's Transport Strategy. They will be appropriately considered, going forward, as part of the assessment process.



1 Introduction

In this chapter we set out the background, purpose and status of this document and provide an overview of the contents of the rest of the report.

1.1 Background to the Scoping Report

- 1.1.1 In accordance with his statutory duties, the London Mayor is preparing a new Transport Strategy that will provide strategic direction for transport in London to 2026. The Mayor has delegated authority to Transport for London (TfL) to prepare the Strategy on his behalf. The Mayor's Transport Strategy (MTS) is subject to a number of legal requirements to prepare complementary assessments of how the strategy might affect people, places and conditions in London. To fulfil these requirements TfL has decided to undertake an Integrated Impact Assessment (IIA) to meet all these requirements simultaneously and to maximise the contribution which the Strategy can make to progressing sustainability.
- 1.1.2 The IIA will integrate the following assessments to take into account all aspects of sustainability: Strategic Environment Assessment (SEA), Health Impact Assessment (HIA) and Equality Impact Assessment (EqIA). It will also include an Assessment of Economic Impacts (AEI). Community safety, including crime and disorder, will be considered as part of the HIA and EqIA. A Habitats Regulations Assessment (HRA) screening exercise is also being undertaken to determine if there is potential for impacts to the integrity of Natura 2000 sites within the impacted area, and this will inform the IIA.
- 1.1.3 Further information on the IIA approach and the individual assessment components is provided in Chapter 3.

1.2 Purpose of the Scoping Report

- 1.2.1 This Scoping Report sets out, for the purposes of consultation, the proposed scope of issues to be addressed in the IIA and the approach to be undertaken in assessing them. The Scoping Report provides consultees with an early opportunity to comment on the IIA process, the key issues identified and the Assessment Framework for analysing how the Strategy contributes to sustainability. Those being consulted on the Scoping Report comprise the designated "consultation bodies" as defined by the SEA Regulations. Responses from the consultees will be considered and taken into account in the IIA process. The IIA reporting will make clear how consultee responses have influenced both the IIA and the development of the MTS itself.

1.3 The IIA Team

- 1.3.1 TfL commissioned a joint consultancy team of MVA, ERM and Future Inclusion to produce the IIA, with a client steering group from TfL and GLA.



1.4 Structure of the Scoping Report

1.4.1 The remainder of this report is structured as follows:

- Chapter 2 provides an overview of the process for developing the Mayor's Transport Strategy. It uses TfL's Business Plan for 2009/10 – 2017/18 (2008) and the Mayor's vision for transport in London, Way to Go! (2008) to outline the context and challenges that will be further addressed in MTS ;
- Chapter 3 summarises the approach and methodology that will be undertaken in the IIA process, including the spatial, temporal and technical scope of the IIA along with a description of the Habitats Regulations Assessment (HRA) screening exercise;
- Chapter 4 gives an overview of the baseline conditions in Greater London, considering six key areas (economy, equality, health and wellbeing, safety and security, climate change, and environment and public realm) and how they interact. This section also considers the HRA screening and describes key issues for the IIA following the review of baseline data;
- Chapter 5 provides the findings from a review of policies, plans and programmes relevant to, and serving to inform the development of the MTS and the Assessment conducted of it;
- Chapter 6 identifies the key sustainability issues for MTS and describes the Assessment Framework which includes the objectives that will be used for evaluating the sustainability impacts of the Strategy; and
- Chapter 7 provides an overview of the consultation process for this Scoping Report and the role stakeholders will play in the appraisal process and describes the next steps in the process.

1.4.2 In addition to this report, there are four appendices:

- Appendix A gives a review of the sustainability baseline data that fed into the development of Chapter 4;
- Appendix B sets out the Natura 2000 sites within and adjacent to the GLA area which will be considered in the HRA screening exercise;
- Appendix C includes details of the review of plans, policies, objectives and programmes that fed into the development of Chapter 5; and
- Appendix D is a Glossary of Terms.

2 Developing the Mayor's Transport Strategy

In this chapter we provide an overview of the Mayor's Transport Strategy (MTS), explaining its status as a document that the Mayor is obliged to keep under review. We describe the background to the development of this major review of the MTS and provide an account of its scope.

2.1 What is the Mayor's Transport Strategy (MTS)?

- 2.1.1 The MTS is a statutory document required under the Greater London Authority (GLA) Act 1999. The Mayor has a duty to create a series of strategies for planning, transport, economic development, environment and climate change to set the strategic direction for policy across London. These provide the policy framework for the future development of London and provide guidance for the London Boroughs and other agencies on the shape and direction of London's spatial, economic, environmental and social development. The strategies must have regard to the need to be consistent with each other, be consistent with government policy and international obligations, have regard to available resources, include policies best calculated to promote health and reduce health inequalities and promote sustainable development and tackle climate change. The MTS must include proposals for transport for people with mobility problems. The Mayor is required to keep the strategies under review and to revise them when he thinks this would be appropriate.
- 2.1.2 The MTS describes how the Mayor intends to develop and implement policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services, to, from and within Greater London. This not only includes his direct powers over TfL and hence services such as the TfL road network, the Underground and Docklands Light Railway (DLR), trams and buses, but also how he will work in partnership with other agencies and organisations, including the London Boroughs.
- 2.1.3 The MTS provides the policy backdrop against which many other organisations must make their investment decisions. London Boroughs and persons exercising statutory powers in Greater London must have regard to it. Understanding the future plans for transport infrastructure development and the priorities for the operation and management of transport are critical issues for many businesses and individuals. Long term transport strategies help give confidence to investors about the future development of London, economically, environmentally and socially.

2.2 The development of the new MTS

- 2.2.1 The first London Mayor's Transport Strategy was published in 2001 and twice amended, principally to facilitate changes to the Congestion Charging scheme.
- 2.2.2 There is now a need to undertake a major revision of the MTS. The election of a new Mayor in May 2008 means that a re-examination of London's transport strategy is timely. Also, conditions have changed considerably since the time of the original MTS, with growth in population and employment, changes in the spatial structure of London, such as the expansion of Docklands and development of the Thames Gateway, and a consequent increase in travel and change to its spatial pattern. There are now a series of new



challenges, such as the requirement to deliver a sustainable Olympics and Paralympics in 2012, the need to counter the threat of terrorist action in London and the increasing emphasis on tackling climate change both in terms of reducing greenhouse gas emissions from transport and making London's transport system more resilient to extreme climatic conditions.

- 2.2.3 In November 2008 the Mayor of London published "Way to Go!" as a broad indication of his approach to future transport development. Responses were invited by 16 January 2009. The issue of that document was not a formal requirement but represented a precursor to the formal MTS. Responses to "Way to Go!" will be used to help inform the development of the MTS.
- 2.2.4 There is an intention to revise both the Mayor's spatial development strategy (The London Plan) and the MTS together during 2009. Revising these strategies simultaneously is advantageous because of the strong inter-relationship between land use planning and transport planning. A consultation paper indicating the Mayor's approach to revising the London Plan was published as "Planning for a Better London" in July 2008.

2.3 The scope of the new MTS

2.3.1 The MTS will reflect the matters discussed in "Way to Go!", including:

- The broad **context** for the development of the strategy. It will have regard to the international and national policy context, including the government's new approach to transport policy set out in the Department for Transport's "Delivering a Sustainable Transport System" (DaSTS) agenda. It will review the resources available to TfL through the funding agreement with government to 2017 as set out in detail in TfL's Business Plan for 2009/10 - 2017/18. It will recognise the Mayor's wider responsibilities, for example to reduce health inequalities (Greater London Authority Act, 2007), to tackle unfair discrimination on the basis of race, gender and disability (e.g. Equalities Act, 2007) and to address climate change.
- The **current conditions** of transport experienced by travellers in London. This recognises some of the achievements in terms of increased bus patronage and the internationally-leading trend in modal split for travel in London. It will also review some of the consequences of that success in terms of regular overcrowding of the Underground, bus and commuter rail services and the unreliability caused by ageing infrastructure and rolling stock.
- The **transport challenges** facing London over the next 20 years. These include:
 - The continued efficient economic development of London, including the need to provide effective transport to support productivity, connectivity, new housing provision, physical and economic regeneration of communities, the reliability and resilience of the transport system and the need for efficient freight distribution;
 - Further reduction of accidents and casualties on London's roads and transport systems; to address crime and fear of crime, including apprehension about encountering anti-social behaviour while travelling;

2 Developing the Mayor's Transport Strategy

- Improving fairness for all and reducing the income inequalities gap by recognising the important requirements for physical accessibility, information and communication, affordability and customer care;
 - Mitigation and adaptation to climate change, ensuring that the greenhouse gas emissions from London's transport system are minimised and that the system is designed to withstand the more extreme climatic conditions that are expected;
 - Improving the quality of life for those living, working in and visiting London, including reducing noise impacts and improving air quality, public health, the built and natural environment and the overall journey experience; and
 - Providing adequate transport for the Olympics and Paralympics, including providing access for the Olympic family of competitors, officials and the media, and for spectators while still keeping London moving and ensuring that the Olympic transport infrastructure and services contribute a lasting legacy.
 - In order to maximise the benefits the MTS will deliver, and minimise any negative impacts, these challenges need to be addressed in an integrated way.
- The principles the Mayor will apply in developing his Strategy and in operating and managing his transport responsibilities. The principles set out in "Way to Go!" are:
- Respecting your choice;
 - Keeping you informed;
 - Protecting the environment;
 - Developing Outer London;
 - Connecting transport and planning;
 - Working with the Boroughs;
 - Transport for all; and
 - Value for money.

2.3.2 The MTS will set out the Mayor's vision for transport, the principal goals and objectives for transport policy and some cross-cutting themes for delivery.

The Mayor's Vision for Transport in London

.. to help get Londoners from a to b as quickly, as safely, as conveniently and as cheaply as possible.

Source: "Way to Go!" (GLA, November 2008)

2.3.3 MTS will set out how the Mayor proposes to **tackle the challenges and achieve his objectives**. The solutions proposed in "Way to Go!" include providing new transport capacity where appropriate to relieve bottlenecks, crowding or support growth, by renewal and efficiency achieve the best possible service from current resources and maintain infrastructure for future generation; and by helping people to make more sustainable choices in transport.



- 2.3.4 MTS will describe the **policies and proposals** that the Mayor will promote to achieve these outcomes. "Way to Go!" included references to Crossrail, the Underground investment programme including new rolling stock, improvements to the Overground Rail network, and proposals to smooth the flow of traffic and encourage more cycling and walking.
- 2.3.5 The Mayor's transport priorities set out in TfL's ten year Business Plan are:
- To expand public transport capacity: completing the transformation of the Tube, including new air conditioned trains, improved reliability and faster journeys, and building Crossrail, the single largest transport project seen in the UK in generations that on its own will provide an extra 10 per cent capacity to the rail-based public transport network
 - To smooth traffic flows: making the best use of London's limited road space by re-phasing traffic lights and tackling the disruption caused by unplanned roadworks
 - To lead a revolution in cycling and walking in London: facilitating a step change increase in the numbers of people travelling by these most environmentally friendly and health enhancing modes
 - To deliver London's 2012 transport projects and secure a lasting legacy: completing the East London line extension to the London Overground network and increasing capacity on an extended DLR
 - To improve further the safety and security of the travelling public: building on the increased numbers of uniformed officers patrolling the buses and Tube and innovative new methods, such as trialling live CCTV on buses
 - To dramatically improve the experience of travelling in London: through, for example, the development and further roll-out to national rail of the Oyster card, giving passengers better information, making buses safer, improving the urban realm, and introducing a 21st Century Routemaster bus.
- 2.3.6 The MTS will also consider the necessary **arrangements for delivery** of the Strategy across London. Special consideration will be given to the needs of Outer London. Building from the work of the Outer London Commission and the proposed revisions to the London Plan, MTS will review the principal issues affecting each of London's five sub-regions (central, east London and Thames Gateway, north, south and west). More detailed elaboration of the way in which the Strategy will be implemented, in part through a modified and more flexible approach to the Borough Local Implementation Plans (LIPs), will be set out in subsequent sub-regional documents.

3 Integrated Impact Assessment Process – Approach and Methodology

In this chapter we describe the approach and methodology for this IIA of the MTS. It is designed not only to satisfy the legal requirement for a Strategic Environmental Assessment for MTS, but also to demonstrate how the MTS meets other requirements for the Mayor to have regard to economic, environmental and social impacts of his strategies, and to ensure that they are consistent one with another. In doing so, the IIA seeks to undertake a comprehensive assessment of the sustainability impacts of the Strategy and to identify the complementary benefits which can accrue from this approach. We describe here each of the assessment strands that form part of the IIA. Although these are described separately here, it should be noted that they are integrated into the overall assessment.

3.1 What is IIA?

- 3.1.1 The revised MTS will have a direct impact on the ability of London to function sustainably. It is therefore important that sustainability, in all its forms, is embedded in the MTS and in the way in which it is delivered. The IIA provides an integrated appraisal of the potential sustainability impacts of the MTS. It delivers Sustainability Appraisal requirements, through integrating a range of distinct but inter-related Impact Assessments in a collective, coherent, single assessment. Through adopting this approach, the IIA offers the scope not only for a thorough assessment of the respective strands of sustainability but also for the joint consideration of how to maximise positive impacts and minimise negative impacts through a collective approach.
- 3.1.2 The IIA comprises the following elements:
- Strategic Environmental Assessment (SEA);
 - Health Impact Assessment (HIA);
 - Equality Impact Assessment (EqIA);
 - Assessment of Economic Impacts (AEI); and
 - Habitats Regulation Assessment screening exercise (HRA screening).
- 3.1.3 It incorporates assessment of impacts on wider issues such as community safety (as required under s.17 of the Crime and Disorder Act (as amended)) and on children and young people.
- 3.1.4 In undertaking an IIA, the intention is to ensure that commonalities, inter-related issues and synergies between the above assessments are identified in a systematic manner and used to inform the development of the MTS. This is illustrated in Figure 3.1 below. In this way, the IIA will contribute to a better informed and rounded Strategy with enhanced consideration of sustainability and identification of opportunities to maximise the contribution to sustainable development that the Strategy can make.



3 Integrated Impact Assessment Process – Approach and Methodology

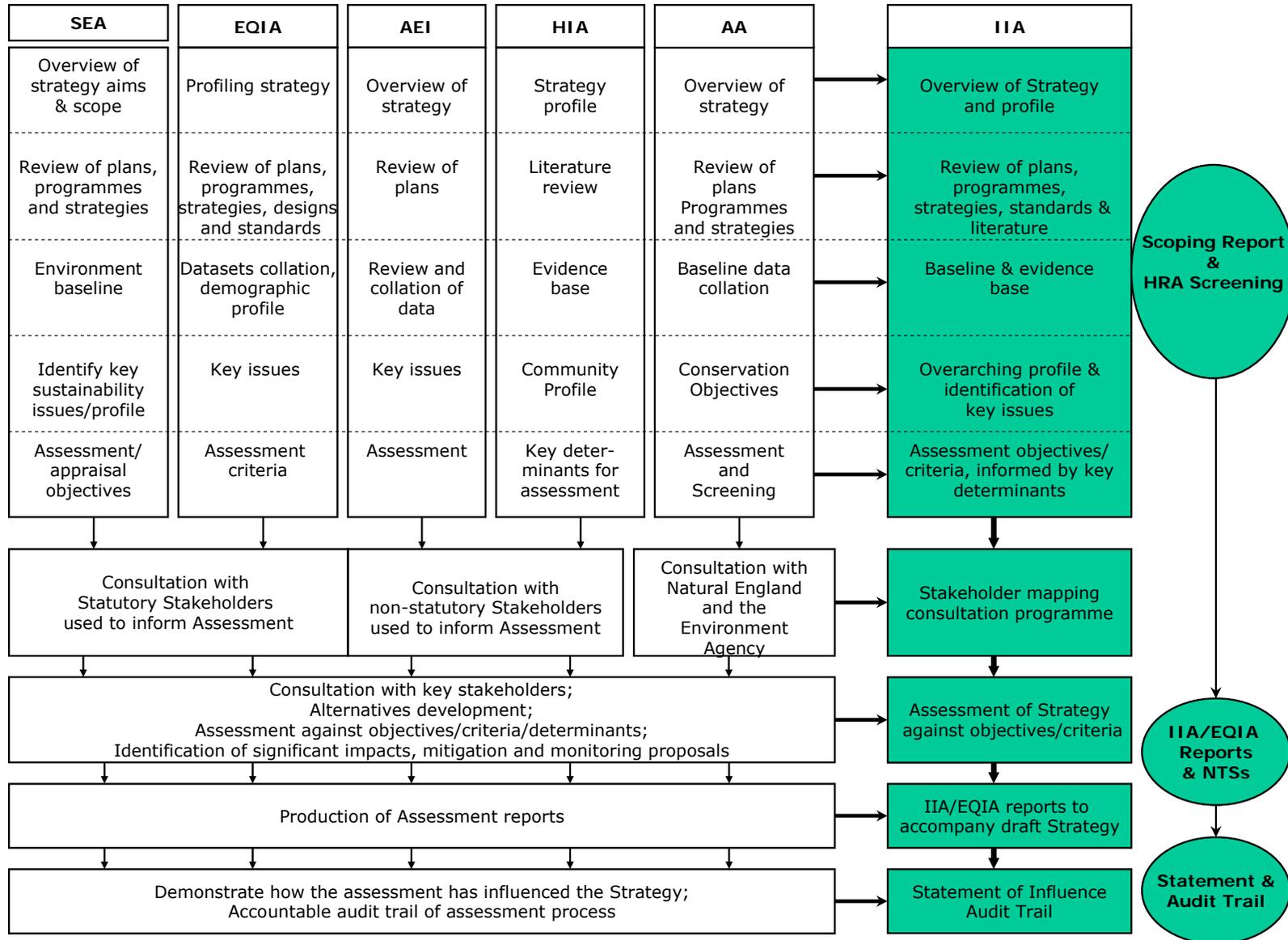


Figure 3.1 The IIA Process



3.1.5 It is also the intention that reporting in an integrated way makes it easier for statutory consultees and other stakeholders to understand the issues and trade-offs relevant to the development of the Strategy.

Spatial Scope of the IIA

3.1.6 The spatial scope refers to the geographic area that will be covered by the IIA. The principal spatial scope for the IIA will be the Greater London Authority area. The IIA will also take account of potential impacts on adjoining areas as appropriate. Figure 3.2 below shows a map of the GLA area.

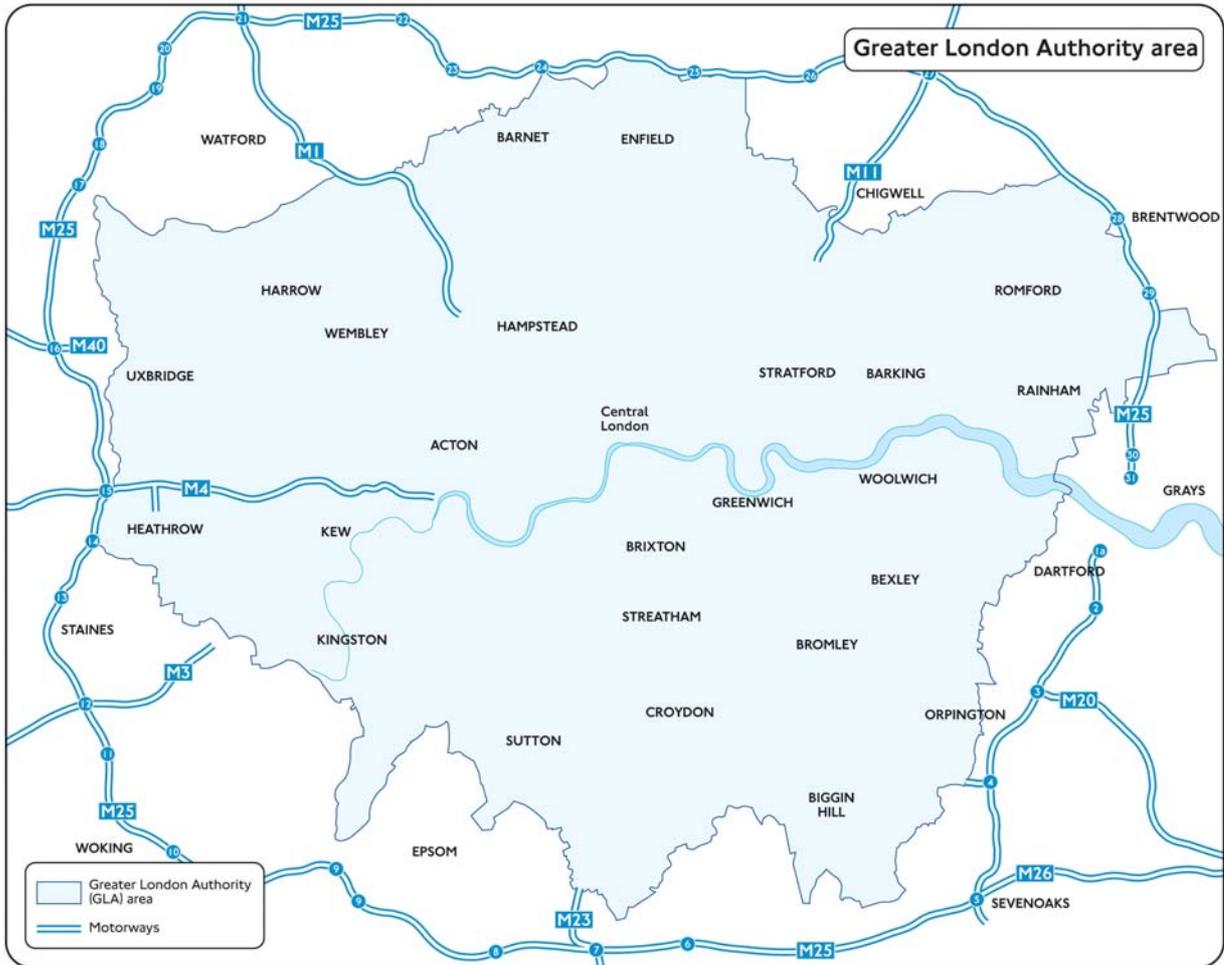


Figure 3.2 The GLA Area

Temporal Scope of the IIA

3.1.7 The MTS covers the period to 2026 and this will therefore also be the timeframe for the IIA.

Technical Scope of the IIA

3.1.8 The IIA will integrate SEA, HIA, EqIA, AEI and an HRA Screening exercise; community safety will also be incorporated through both the EqIA and HIA assessment strands. While the IIA brings together all strands of sustainability in a collective assessment, the constituent components of the IIA also enable a thorough assessment of the respective aspects of



sustainability, in compliance with the respective methodologies and guidance for each Impact Assessment, namely:

- The environment (and wider considerations, as specified under the SEA Directive) through an SEA;
- Health and wellbeing through an HIA;
- Equality through an EqIA;
- Community safety through EqIA and HIA;
- Economic outcomes through an AEI;
- Impact on Natura 2000 sites through an HRA; and
- Overarching sustainability through the collective undertaking of these respective Impact Assessments and integrated consideration of impacts.

3.1.9 The specific sustainability objectives that are used in the IIA are set out in the Assessment Framework in Section 6.

3.1.10 A description of each of the assessment processes is set out in the sections below, followed by an explanation of how they are integrated in the IIA.

3.2 Strategic Environmental Assessment

3.2.1 SEA is required for certain plans and programmes (under the Environmental Assessment of Plans and Programmes Regulations 2004). These Regulations transposed the European Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment” (the ‘SEA Directive’) into UK law¹.

3.2.2 SEA requires the assessment of the likely significant environmental effects arising from a plan or programme, or in this case the MTS, in relation to a number of environmental issues defined in the Regulations, namely:

- Population;
- Human health;
- Fauna;
- Flora;
- Biodiversity;
- Soil;
- Water;
- Air;
- Climatic factors;

¹ European Commission guidance (Implementation of Directive 2001/42/EEC on Assessment of the Effects of Certain Plans and Programmes on the Environment) states that plans and programmes which set the framework for future development control decisions would normally contain criteria or conditions which guides the way a consulting authority decides on application for development consent.

- Material assets;
- Cultural heritage including architectural and archaeological heritage;
- Landscape;
- The inter-relationship between the above factors; and
- Positive, negative, direct, indirect, secondary, short-term, medium-term, long-term, permanent, temporary, cumulative and synergistic effects.

3.2.3 The SEA Regulations require that the likely significant effects of the plan or programme must be reported, consulted on and considered, in conjunction with consultation responses, before the Strategy can be adopted. In adopting the Strategy, the SEA Regulations also require that the Responsible Authority produces a publicly available SEA Statement showing how the responses to consultation were taken into account in finalising the strategy. This SEA Statement will be incorporated into the final IIA Statement.

3.3 Health Impact Assessment

3.3.1 Health Impact Assessment (HIA) is a multidisciplinary process designed to investigate the potential health outcomes of a proposal. The practice of HIA is not bound by formal statute or guidance. In carrying out this assessment, an approach recognised by the National Institute of Clinical Excellence and the London Health Commission will be used.

3.3.2 When undertaken effectively, the inter-relationships between health and wider sustainability are apparent and can meaningfully inform both policy development but also the wider IIA process. Pivotal to this, is ensuring that there is understanding of the broad definition of health as encompassing not just physical health but also mental wellbeing and the range of determinants considered, from employment to social networks and community.

3.3.3 Good transport provision is a recognised determinant of good health and interacts with many other determinants of health, especially in the urban environment.

3.4 Equality Impact Assessment

3.4.1 EqIA is a relatively new form of assessment and is used by the GLA and TfL in part to ensure that their statutory duties to promote equality and avoid discrimination are observed when evaluating their proposals and interventions but also for wider purposes. The GLA Act 1999 states that the GLA must put in place procedures to secure that 'due regard' is given to equality of opportunity and EqIA is an important tool in this. EqIA focuses on the potential impacts on certain priority or target groups in London concerning gender, disability, race, sexuality, age and faith.

- Gender – while both genders can suffer discrimination, women are identified as being a group at particular risk of encountering discrimination or being differentially impacted.
- Disability: this strand encompasses all disabled people, including (but not restricted to) those with physical and sensory impairments, mental health issues or learning disabilities.



- Race: this strand encompasses Black, Asian and Minority Ethnic people. The particular ethnic groups which should be considered within a specific EqIA are dependent upon the current and anticipated demographic composition of the area in question.
- Sexuality: this strand addresses the specific concerns of gay men, lesbians, bisexuals and transgendered people.
- Age: this strand encompasses people of all ages but pays particular heed to those who experience disadvantage on grounds of age, specifically children and younger people, and older people.
- Faith: this strand encompasses all faith groups, including (but not restricted to) Christians, Muslims, Buddhists, Jews, Sikhs and Hindus.

3.4.2 In addition to the GLA Act, there is a range of legislation in the UK that relates to equality. The main legislative instruments to consider are listed in a footnote below². Three of these instruments, the Race Relations (Amendment) Act 2000, the Disability Discrimination Act 2005 and the Equality Act 2006, place a duty on public authorities, which includes TfL and the Mayor, to undertake impact assessments (on race, disability and gender respectively) as part of wider public sector equality duties.

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- ² The Race Relations Act 1976, as amended by the Race Relations (Amendment) Act 2000 (RRAA) prohibits discrimination against any person on the grounds of race, colour, nationality (including citizenship), or ethnic or national origin. It applies to jobs, training, housing, education and the provision of goods, facilities and services.
 - Sex Discrimination Act 1975 aims to prohibit sex discrimination against individuals in the areas of employment, education, and the provision of goods, facilities and services and in the disposal or management of premises.
 - Disability Discrimination Act 1995, as amended by the Disability Discrimination Act 2005, gives disabled people rights in the areas of employment, access to goods, facilities and services and buying or renting land or property to prohibit the discrimination which many disabled people may face.
 - Human Rights Act 1998 makes it unlawful for bodies such as the police, government departments and local authorities to violate the rights contained in the European Convention on Human Rights.
 - Equal Pay Act 1970 gives people of both sexes undertaking work of equal value the rights to the same pay and benefits.
 - Employment Equality (Religion or Belief) Regulations 2003 makes it unlawful to treat people less favourably than others on grounds of religion or belief.
 - Employment Equality (Sexual Orientation) Regulations 2003 prohibits the treatment of some people less favourably than others on grounds of sexual orientation.
 - Equality Act 2006 merged the Equal Opportunities Commission, the Commission for Racial Equality and the Disability Rights Commission into the Equality and Human Rights Commission. It also brought in protection from discrimination by service providers or those exercising public functions for faith groups and lesbians, gay men and bisexual people.

3.4.3 The following outlines the Equality Target Groups identified by GLA for consideration in all assessments of policies and plans. These Groups will be considered explicitly throughout the appraisal, as and where, disproportionate impacts are identified and/or particular opportunities to create benefit are highlighted.

The Equality Target Groups identified by the GLA are:	The Equality Target Groups are based on the following equality areas/strands
<ul style="list-style-type: none"> • Women • Black, Asian and minority ethnic people • Disabled people • Children and Young people • Older people • Faith groups • Lesbians, Gay men, Bisexual and Transgender people 	<ul style="list-style-type: none"> • Gender • Race • Disability • Age • Religion or faith • Sexual orientation

3.4.4 In addition, TfL had also specified that the EqIA should also have regard to the impact of the Strategy on other groups who have the potential to be socially excluded, including people on low incomes, refugees and asylum seekers, homeless people, job seekers and the unemployed.

3.4.5 It should be noted that the findings of the EqIA will be documented in a stand-alone EqIA Report, as per legislative and best practice.

3.5 Assessment of Economic Impacts

3.5.1 AEI is not a formal statutory requirement but is a standard component of Sustainability Assessment and has become good practice in developing transport proposals and interventions. It is used to inform the selection of the proposals and interventions which support economic efficiency.

3.5.2 The three main components of the assessment of economic impacts are:

- Identification and description of the key economic objectives and impacts of the strategies;
- Quantification of the impacts on key economic aggregates (productivity, employment, GDP) using the economic categories distinguished in DfT appraisal guidance (business time savings, reliability and crowding benefits, labour force effects, agglomeration and competition effects, public accounts) relative to baseline; and
- Assessment of the contribution of the Strategy to the key sectors and areas of the London economy and the objectives set out in the Mayor’s Economic Development Strategy “Sustaining Success”.



3.6 Habitats Regulation Screening Exercise

- 3.6.1 The Conservation (Natural Habitats) Regulations 1994 (referred to as the Habitats Regulations) transpose Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (EC Habitats Directive) into national law. The Regulations came into force on 30 October 1994, and have been subsequently amended in 1997 and (in England only) 2000. The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites. These sites are the designated Natura 2000 sites of biodiversity importance.
- 3.6.2 Under the Habitats Regulations, competent authorities i.e. any Minister, government department, public body, or person holding public office, have a general duty, in the exercise of any of their functions, to have regard to the EC Habitats Directive.
- 3.6.3 In order to ensure that the MTS will have no adverse effects on biodiversity sites of European level importance, an HRA screening exercise will be undertaken in accordance with the requirements of the Habitats Regulations. This will specifically consider whether there is a potential for the MTS to adversely affect the integrity of the nature conservation objectives of Natura 2000 sites.
- 3.6.4 Natura 2000 is a European network of protected sites which represents areas of the highest value for natural habitats and species of plants and animals which are rare, endangered or vulnerable in the European Community. The term Natura 2000 comes from the 1992 EC Habitats Directive and refers to the conservation of precious natural resources for the year 2000 and beyond into the 21st century.
- 3.6.5 The Natura 2000 network includes two types of area. Areas may be designated as Special Areas of Conservation (SAC) where they support rare, endangered or vulnerable natural habitats and species of plants or animals (other than birds). Where areas support significant numbers of wild birds and their habitats, they may become Special Protection Areas (SPA). SACs are designated under the Habitats Directive and SPAs are classified under Council Directive 79/409/EEC 'on the conservation of wild birds', otherwise known as the Birds Directive.
- 3.6.6 If the screening exercise concludes that there is no potential for the MTS to adversely affect Natura 2000 sites, then no further assessment with regard to such sites will be undertaken for the purposes of developing the MTS. If the screening exercise indicates that there is a potential for such effects, an AA for each site will be undertaken to better understand the nature of any impacts and ways in which the Strategy can be developed to mitigate or eliminate the impacts.
- 3.6.7 At this scoping stage, the screening exercise is at an early stage and has thus far involved identifying the relevant Natura 2000 sites and their characteristics and initial consultation with Natural England. This information is included within Annex B of the Report.

3.7 Integrating the Assessments

- 3.7.1 Each of the Assessment strands comprises key components or elements which the IIA has sought to undertake in an integrated manner to maximise the opportunity for synergies to be exploited and issues to be addressed collectively. While this methodology is innovative with respect to its approach, it is nonetheless compliant with the respective Impact Assessment methodologies and their respective guidance documents.
- 3.7.2 Table 3.1 indicates where the respective components of the IIA strands have been addressed and included within this Report. The signposting is intended to help the reader to understand how the methodology of each Impact Assessment has been adhered to and how the integrated approach has been facilitated through complementary review and analysis.



Table 3.1 Signposting: Components of the Impact Assessments

Components of IIA and Constituent IAs						
Chapters	Collective	SEA	EQIA	AEI	HIA	HRA
Chapter 2	Setting the context for the Assessment with respect to the Strategy being assessed	Overview of strategy aims & scope	Profiling strategy	Overview of strategy	Strategy profile	Overview of strategy
Chapter 4, Appendices A and B	Review of the baseline informing the Assessment and establishing the key sustainability issues which the Assessment should seek to be informed by	Environment baseline	Datasets collation, demographic profile	Review and collation of data	Evidence base	Baseline data collation
Chapter 4	Bringing together the set of sustainability issues and challenges which the Assessment will be guided by	Key problems / issues	Key issues	Key issues	Community Profile	Conservation Objectives
Chapter 5, Appendix C	Review of the plans, policies and programmes which set the sustainability objectives and context for this Assessment	Review of policies, plans and programmes	Review of plans, programmes, strategies, designs and standards	Review of plans	Literature review	Review of strategies, plans and programmes
Chapter 6	The collective set of sustainability issues and questions asked of the Strategy and against which the Strategy will be assessed; this represents the collective thinking on the basis of the review of plans, policies and programmes, and baseline information	Assessment / appraisal objectives	Assessment criteria	Assessment	Key determinants for assessment	Assessment and Screening
Chapter 7	Detailing consultation with sustainability stakeholders	Consultation with statutory and non-statutory stakeholders	Consultation with statutory and non-statutory stakeholders	Consultation with key stakeholders	Consultation with Natural England and the EA	



4 The Baseline for the IIA

In this chapter we identify the sources of data and information on sustainability issues and set out initial baseline data for the Integrated Impact Assessment. This chapter provides an overview of the key aspects of baseline conditions, with further detail being provided in Appendix A.

4.1 Introduction

- 4.1.1 This Chapter presents preliminary baseline information with respect to London's transport system and its influence on the economy, equality, health and wellbeing, safety and security, climate change factors, and the environment and public realm (physical factors including natural resources, historic, archaeological and socio- cultural factors). Further supporting information is provided in Appendix A. The baseline situation refers to the conditions prevailing in the absence of the Strategy. In considering the prevailing conditions, account has been taken of the current situation and how the baseline may develop in the future in the absence of the Strategy in the period to 2026 which is the planning horizon for the Strategy. The baseline situation will form the foundation for analysing the possible effects of implementing the Strategy.
- 4.1.2 The Scoping Report draws upon data available from a wide range of sources, as shown in Box 4.1.

Box 4.1 Sources of Baseline Data

- Transport for London
- Greater London Authority
- Department for Transport
- Department of Communities and Local Government
- Department for Food, Environment and Rural Affairs
- Office for National Statistics
- Environment Agency
- Natural England
- English Heritage
- National Centre for Health Outcomes Development
- National Cancer Intelligence Network
- Environment Agency
- London Health Observatory
- London Climate Change Partnership
- United Nations Education Scientific and Cultural Organization (UNESCO)



4.1.3 It is important to note that the baseline information set out in this Scoping Report is a starting point in determining the baseline situation and will be developed further as the IIA process progresses to provide a full baseline dataset for the purposes of assessment. For example, it is expected that through this scoping exercise, further useful baseline information and issues will be identified and made available to the IIA team by the consultees and we would welcome any such inputs. It should also be noted that the baseline will be considerably developed through data which will emerge from the transport modelling to be undertaken to support the preparation of MTS and associated Geographic Information System (GIS) work. As the baseline data set develops further, it will be presented in relation to the six 'primary issues' and associated key focus areas contained in the Appraisal Framework (see Chapter 6). The data will provide a fuller depiction of how the current situation may evolve and inform the assessment of the projected impacts arising from the implementation of the Strategy.

4.1.4 The baseline information in this Chapter is set out in relation to the Appraisal Framework's six 'primary issues', namely:

- Sustainable and efficient economic progress;
- Equality;
- Health and wellbeing;
- Safety and security;
- Climate change; and
- Environment and public realm.

4.1.5 In addition the main sustainability issues (in the sense of problems or challenges) and opportunities relating to each of the 'primary issues' are summarised (they are set out in full in Appendix A). These issues and opportunities reflect a consideration of the baseline information collected to date, the review of relevant policies, plans and programmes and sustainability objectives (see Chapter 5) and the outcome of a workshop on issues and opportunities held with the client Steering Group. These main issues and opportunities have been taken into account in developing the detail of the Appraisal Framework. It is important to note that these issues will be considered collectively to ensure that the linkages between, for example, environmental and economic impacts, are considered fully.

4.1.6 The topic of biodiversity is also addressed in Chapter 4 in the context of the HRA screening exercise being undertaken as part of the IIA. This follows the sections on the 'primary issues'.

4.1.7 In order to provide the reader with relevant background information about London's transport system, a brief overview of the system has been provided below prior to the sections setting out the baseline information and the main issues and opportunities.

4.2 An Overview of London's Transport System

4.2.1 London has a scale and intensity of transport use that is unparalleled anywhere else in the UK. Recent years have seen a change in mode choice away from the car and towards use of public transport, walking and cycling – a trend that leads international best practice. A



particular feature has been the increase in the use of buses, in contrast with the situation elsewhere in the UK.

- 4.2.2 London is heavily dependent upon its rail and Underground networks to deliver large numbers of commuters to jobs in central London. This allows employers to draw on a very large catchment for the skills and expertise they seek and provides a network to support London's extensive commercial and cultural activities. It also contributes to the very high proportionate use of public transport in central and inner London with only 13 per cent of inner London journeys made by private car. Car use in outer London is close to the national average at 64 per cent.
- 4.2.3 The intensity of travel demand means that both roads and public transport are congested and crowded at peak times, leading to increased journey times, unreliability and poor travelling conditions. Ageing infrastructure and space constraints make it difficult and expensive to increase capacity. Accidents, while generally decreasing on London's roads, continue to give rise to concern. Freight deliveries and servicing are necessary but can create adverse environmental and community impacts. But travel demand management, including travel planning and smarter travel measures, show great potential to shape travel demand patterns.
- 4.2.4 Looking forward, the challenge created by projected increases in London's population and employment is very significant. Accessibility to employment, education, training, healthcare and other services is very uneven, with poor accessibility experienced by some of those who are disadvantaged by reason of disability and poverty. The imperative to reduce the carbon footprint from transport use in London provides a further challenge. Improving travel opportunities and environmental conditions in outer London needs greater focus.
- 4.2.5 The sections which follow this overview of the London transport system set out the baseline information for each of the six primary issues. Each of the sections describes the current baseline situation and how the baseline is expected to develop in the absence of the Strategy, as well as the key issues and opportunities which have been identified at the scoping stage.

4.3 Sustainable and Efficient Economic Progress

- 4.3.1 London is the driving force behind the UK's economy, accounting for 18 percent of the nation's gross domestic product and 15 percent of its employment. London is a leading centre of the global economy, challenging New York for the position as the world's foremost financial hub (GLA, 2008). Financial and business services employment have in recent years grown rapidly, supported by retail, personal services and the creative sector which all support significant employment levels. However the benefits of London's economic growth have not benefited all of London's communities equally and there remain significant levels of unemployment, deprivation and poverty in some areas of the capital.
- 4.3.2 The extent of the impact of the international business and banking crisis of Autumn 2008 on London's long-term economic prospects cannot yet be determined. This is likely to be an influence in the short term, but it is important also to remember that the Strategy has an horizon to 2026 and is likely to span beyond the temporal effects of the current recession. The economic downturn will have an influence in the short-term, making it difficult to predict level and location of population and employment growth within this timeframe; longer-term,

it is anticipated that there will be a return to economic growth and associated increases in population and employment. In particular it should be noted that transport has a role to play in helping London to emerge from the current economic downturn and also to become more resilient to future economic shocks (e.g. by improving resource efficiency and reducing impacts from fuel price rises).

- 4.3.3 The central London economy and the concentration of financial and business services in Docklands are heavily dependent on the transport system to deliver large numbers of commuters, particularly by rail and Underground. This enables competitive business to recruit highly qualified staff from a large catchment extending beyond London into the wider South East and even beyond. This agglomeration of businesses has, through the effects of both competition and collaboration, created the conditions in which very high business productivity has been achieved. The quality of the transport system also affects the wellbeing of those who live in or travel within London and this can help to determine the attitudes and aspirations of people, which in turn drive economic activity and consumption.
- 4.3.4 Businesses frequently express concerns about transport problems including traffic congestion and delay and the overcrowding of public transport. These issues can affect journey times and reliability for both staff and goods and can affect staff productivity, welfare and retention.
- 4.3.5 In the future, the baseline in the absence of the Strategy is likely to be characterised by long-term growth in population and the potential for increased road congestion, crowding on the public transport system and reduced bus service reliability, leading to adverse effects on the economy. The Strategy should aim to support the development of the London economy.

Summary of Key Issues/Opportunities for the IIA Assessment and MTS Strategy Development:

- 4.3.6 The key issues, which when appropriately addressed can also be considered to represent opportunities, include facilitating economic growth/regeneration and higher productivity through integrating transport and land use planning, supporting polycentric economic development, tackling congestion and improving service reliability and network resilience. It is anticipated that the Strategy can play a role in the creation of more jobs, aggregation and densification, and enlarging access to the job market for London's population. This in turn can potentially increase appeal for investors, further contributing to the facilitation of economic growth and regeneration. Key issues and opportunities identified include:
- Improving the capacity and reliability of transport systems;
 - Facilitating access for all to job opportunities, education and training;
 - Improving access to international gateways;
 - Supporting sustainable patterns of land use development and employment;
 - Assisting the efficiency of freight distribution; and
 - Supporting physical regeneration and efficient use of assets.

4.4 Equality

- 4.4.1 An integral part of a sustainable society is that all people have access to opportunities and in doing so are treated fairly and with dignity and respect. Transport is vital to provide access to employment, education, training and other services such as shopping, healthcare, leisure facilities and places of worship. It is important that transport is available to all, having regard to personal circumstances such as physical and mental capacity, affordability and caring responsibilities. Travellers should not be subject to unfair discrimination or experience crime or other anti-social behaviour.
- 4.4.2 A particular government target has been to reduce the inequalities associated with social exclusion and in particular the disadvantage experienced through living in deprived communities. Such communities are often subject to poor environmental conditions caused by transport including noise, community severance, poor air quality and traffic danger. Transport investment can assist in tackling systemic disadvantage, as a part of a wider programme of addressing personal and community needs. Transport can provide access to opportunities for economic and personal development, fairly and equitably.
- 4.4.3 Key equality issues are the accessibility and affordability of the transport system, where the historic legacy of the rail and Underground system make universal provision of step free access very expensive. Fear of encountering crime and anti-social behaviour can discourage use of public transport, particularly after dark. Effective customer care can go some way to address the concerns and difficulties of passengers.
- 4.4.4 Data on use of transport system by different groups of people is scarce but the London Travel Demand Survey (LTDS) provides a useful source, and some statistics on transport use by disabled people are reported in the annual London Travel Report. Market research has been commissioned by TfL to identify the attitudes of equality groups to public transport provision in London.
- 4.4.5 Whether the Strategy is developed or not, it is likely that there will be an increase in the number of people in London from an ethnic minority background and an increase in the number of older people living in London. It is anticipated that the baseline would be characterised by an increase in the number of children living in poverty, an increase in the number of people without qualifications and more deprived communities will be significantly affected by adverse environmental problems.

Summary of Key Issues/Opportunities for the IIA Assessment Appraisal and MTS Strategy Development:

- 4.4.6 There are a number of key issues which have been identified which if properly addressed offer opportunities too. Many of the key issues identified under the Sustainable and Efficient Economic Progress heading are also relevant to ensuring equality. An important point with respect to equality is the need for the Appraisal and the Strategy to address both 'hard' and 'soft' issues; the former including infrastructure and service provision with the latter encompassing issues such as raising awareness, training, information provision and communication. Key issues and opportunities identified include:
- Addressing physical barriers to access (e.g. proximity and inclusive design of vehicles and infrastructure) and social barriers to access (exclusion, affordability etc);

- Reducing community severance;
- Improved communication and customer care, in particular for target groups – also inclusion of stakeholders and the public in decision-making on transport provision;
- Targeted fare concessions to reduce inequalities in income e.g. through use of Freedom Pass or Oyster card; and
- Taking a 'whole journey' approach to maximising accessibility.

4.5 Health and Wellbeing

- 4.5.1 The World Health Organisation (WHO) Constitution states that the: "the enjoyment of the highest attainable standard of health is one of the fundamental rights of every human being...". The UK has signed up to a number of treaties that address health related rights including the right to health and access to conditions needed for good health. The Government has pledged to reduce the health inequalities gap (measured by infant mortality and life expectancy). (See: Tackling health inequalities: A Programme for Action, Department of Health, July 2003, (<http://www.dh.gov.uk/en/Publichealth/Healthinequalities/index.htm>)).
- 4.5.2 Transport plays a vital role in the health and wellbeing of communities of London by providing access to a range of services and amenities required to treat, manage and promote healthy living as well as to jobs, education, leisure activities and friends and family, all of which have a role in maintaining good health and wellbeing.
- 4.5.3 Transport, including road traffic, however poses significant risks to health through increased exposure to air pollution (leading to increases in respiratory diseases) and increased noise (leading to annoyance and the potential for sleep disturbance and ultimately health effects). All forms of transport are associated with a risk of accident and injury although road traffic poses the greatest risk. Transport can also create community severance by acting as a physical barrier between sections of a community and reducing accessibility. A more sedentary lifestyle (resulting in non communicable diseases and early mortality) is also associated with motor vehicle usage. Susceptible groups include children, older people and those with low incomes. It is anticipated that the number of people being obese and with related health issues such as diabetes will increase in the future.
- 4.5.4 A key health issue related to transport is therefore accessibility (to employment, education, leisure facilities, health care etc) and the consequent effects on health inequalities. Reductions in air pollution will assist in decreasing respiratory and cardiovascular diseases in London while decreases in noise will reduce annoyance and stress and improve the local environment with the potential to improve quality of life and wellbeing. Any measures that reduce reliance on private motor vehicles and encourage Smarter Travel (walking, cycling etc) are generally considered to be good for health due to increased physical activity reducing the level of non-communicable diseases such as cardiovascular diseases, diabetes and obesity. While the road traffic casualty rate has been decreasing since 1990, increased pedestrian and cycle movements will increase the number of people at risk of being involved in a road collision so safety and security issues must be addressed in any future development of walking and cycling programmes and policies.

- 4.5.5 In the absence of the Strategy, it is likely that the trends discussed above would persist, against a backdrop of population growth, and that opportunities to contribute to a healthier London population through appropriate transport provision would be missed.

Summary of Key Issues/Opportunities for the IIA Assessment and MTS Strategy Development:

- 4.5.6 As a first point, it is important to note that there is a close relationship between health and wellbeing and many of the key issues identified under the Sustainable and Efficient Economic Progress and Physical Environment and Public Realm headings. It is important that the IIA Assessment and MTS Strategy development address the determinants of health and wellbeing to ensure health impacts are considered. In doing so, it is critical that both inequalities and barriers to enhanced health and wellbeing are identified and assessed. Key issues and opportunities include:

- Contributing to quality of life (e.g. enhancing urban realm, green spaces, communities, and travelling and working experiences);
- Addressing social and health inequalities across different groups and geographical areas, and the factors exacerbating these;
- Increasing levels of physical activity through walking and cycling (keeping pedestrian and cyclist collisions/injuries to a minimum) and integrating this through initiatives such as active travel plans or school travel plans;
- Reducing stress induced by traffic noise and respiratory disease caused by air pollutant emissions (London currently breaches EU air quality standards for nitrogen dioxide and particulate matter PM₁₀ – see paragraph 4.8.4);
- Facilitating physical access to health care facilities, the role of integrated transport planning with NHS facilities and the effect of reduced traffic congestion on emergency services;
- Addressing risks to the health of the public and transport workers arising from climate change (e.g. directly from potential flooding of Underground stations and indirectly through thermal expansion of tracks in hot weather leading to delays and stress); and
- Improving long-term health prospects by reducing impacts of transport on climate change.

4.6 Safety and Security

- 4.6.1 The social cost of transport accidents is significant, both in terms of the economic cost of lost performance and the pain, grief and suffering caused to the victim and their family and friends. While London and the UK generally have a good record on road and transport safety, there are strong social and political reasons to continue to seek further improvements to safety performance.

- 4.6.2 In 2006 the then Mayor set a target for 2010 to reduce by 40 per cent those killed and seriously injured in road traffic accidents (from base levels measured 1994-98), and a target reduction of 50 per cent in child casualties. He also set a target for a 10 per cent reduction in the rate of slight injuries. These targets were slightly more demanding than those set by central Government for Great Britain as a whole at about the same time. The TfL London

Travel Report 2007 notes that for 2006 road traffic deaths were reduced from the baseline by 7 per cent, serious injuries by 42 per cent and slight injuries by 34 per cent.

- 4.6.3 Crime and anti-social behaviour on or near transport systems and in the public realm are not only a threat to the effective running of the transport system, but also discourage the use of transport by all people, with disadvantaged groups often being adversely affected. The mayor must have regard to the impact on crime and disorder in developing the Mayor's Transport Strategy.
- 4.6.4 The threat to the transport system from terrorist attack remains. TfL and its partners will continue to put in place and review effective measures to counter this threat and to deal with any consequent disruption to transport services.

Summary of Key Issues/Opportunities for the IIA Appraisal and MTS Strategy Development:

- 4.6.5 The key issues and opportunities identified are as follows:
- Reducing accidents and casualties on all transport modes including road safety (users, non-users and staff);
 - Tackling crime and fear of crime, signal crime (vandalism) and anti-social behaviour;
 - Addressing perceptions of personal security, in particular, for target groups such as women, Lesbian, Gay, Bisexual and Transgendered community (LGBT) and Black, Asian and Minority Ethnic (BAME) groups;
 - Ensuring appropriate levels of contingency planning and preparedness for major incidents; and
 - Using the design of infrastructure and vehicles, including the design of interchanges and public space in and around interchanges, in designing out crime.

4.7 Climate Change

- 4.7.1 London is responsible for approximately 8 per cent of the UK's total carbon dioxide (CO₂) emissions. Approximately 22 per cent of London's CO₂ emissions (excluding aviation) is due to ground-based transport. CO₂ emissions associated with transport have remained at the same level over recent years despite population and economic growth. This has been due to an integrated approach of traffic management policies, large-scale investment in public transport networks and technological advancements (Mayor's Climate Change Action Plan, 2007).
- 4.7.2 In the absence of an effective strategy it is possible that car kilometres in London could increase by 8 per cent by 2025 (Mayor's Climate Change Action Plan, 2007) and freight traffic increase by 30 per cent from current levels, resulting in an increase of approximately 25 per cent in the annual CO₂ emissions from ground-based transport.
- 4.7.3 The IIA will involve the modelling of traffic and travel patterns (which will be undertaken by TfL) in a future do-minimum reference case (i.e. a future situation without the adoption of the new MTS). These findings will be used to determine the future emissions of CO₂ in the absence of the strategy as the IIA progresses.

- 4.7.4 It is essential that the potential impacts of climate change itself are considered. London's road and rail networks are vulnerable to flooding and other extreme weather events. Climate change may result in various impacts which could significantly affect transport in London, for example; the flooding of roads and railway lines due to higher rainfall levels or unsuitable conditions on the underground due to higher summer temperatures.
- 4.7.5 Future growth of London will increase the pressure on the public transport network and could result in an increase in CO₂ emissions if reduction measures are not implemented.

Summary of Key Issues/Opportunities for the IIA and MTS Strategy Development:

- 4.7.6 Addressing the impacts of transport on climate change and adaptation to climate change is a key focus of TfL and the GLA. In terms of emissions, it will be important for the IIA to evaluate the extent to which the Strategy will reduce Greenhouse Gas (GHG) emissions, particularly CO₂ with a view to ensuring that London meets the CO₂ targets being introduced under the Government's Carbon Reduction Commitment.
- 4.7.7 The Strategy may seek to take into account the following concepts to reduce emissions:
- changing travel patterns;
 - efficient use of resources, energy and fuel; and
 - the role of new fuel and technology.
- 4.7.8 In addition to reducing emissions, an important issue for the Strategy will be ensuring that the transport system and services are appropriately adapted to take into account the future effects of climate change. In particular the Strategy will need to address the resilience of London's transport systems to extreme weather currently and future climate impacts. It is also important that the Strategy recognises the links between adaptation and mitigation actions (i.e. increased use of air conditioning leading to greater energy use).
- 4.7.9 The strategy should also consider the positive impact which adaptation and mitigation can make not only to offsetting the predicted impacts of climate change but also stimulating investment in alternative technologies. These include the use of renewable energy (and greener fuels generally) and the progression of initiatives aimed at Smarter Travel, with the behavioural change that this can induce.

4.8 The Physical Environment and Public Realm

- 4.8.1 The issues addressed within this section are not intended to be comprehensive in scope but instead focus on those aspects of the physical, historic, archaeological and socio-cultural environment which are most relevant to transport and the application of the Strategy. This is further reflected through the issues and objectives addressed within the Assessment Framework which will assess how the Strategy seeks to maximise the sustainability benefit of what it can achieve in this context.
- 4.8.2 London has a rich and diverse built heritage, with many locations and areas that are especially important due to their historic, architectural and cultural heritage. Throughout London there are many Conservation Areas, Scheduled Ancient Monuments and areas of archaeological interest. London contains four World Heritage Sites and many listed

buildings, some of which provide a direct or indirect transport function and help define the character of London's streets and places. London is also renowned for its green patchwork of inner city parks, edge of city woodlands, formal gardens and sports grounds. These open spaces form an integral part of citizens' lives. Many of these spaces, especially its Squares are identified as Registered Parks and Gardens and are covered by the London Squares Act; as such, they have a recognised heritage value which should be considered as part of the IIA process. Along with the waterways and a very sophisticated network of streetscapes, London possesses a unique and diverse urban environment that supports a variety of plants and animals.

- 4.8.3 In addition to the identified heritage assets, London contains a wider historic environment, which may not be statutorily protected, but does provide an invaluable contribution to the character and local distinctiveness of places in London.
- 4.8.4 In spite of various initiatives (for example, restricting traffic in certain areas such as Trafalgar Square) implemented by TfL and/or the individual boroughs of London, the amenity of some of these areas has been compromised. These places are rendered less attractive, less accessible and less enjoyable by high levels of traffic, congestion and traffic-related air pollution and noise. In the absence of the new MTS it is likely that these problems will persist or further reduce the amenity of areas and locations of historic, architectural and archaeological significance.
- 4.8.5 Levels of harmful local atmospheric pollutants in London have fallen in recent years, partly reflecting the introduction of newer, cleaner road vehicles. However, London's air quality (particularly in inner London) is the worst in the UK, and continues to breach National and European Union health-based air quality objectives³.
- 4.8.6 The National Air Quality Strategy has a health-based objective for PM₁₀ of 50µgm⁻³, measured as a daily mean not to be exceeded on more than 35 days per year, applicable from the end of 2005. This is also the European Union limit value. Some locations, particularly in central and inner London in close proximity to major roads, still exceed this objective, and the trend since year 2000 has been somewhat variable. The National Air Quality Strategy stipulates an annual mean NO₂ objective of 40µgm⁻³. The annual mean NO₂ objective has been exceeded consistently at both inner London background and roadside sites, while at outer London background sites the annual mean NO₂ objective has been achieved⁴. Similarly, for ozone, the UK Air Quality Strategy (AQS) has an Objective of 100 µgm⁻³ for O₃, measured as a rolling 8 hour mean, which should not be exceeded on more than 10 days per year. During the year ended June 2006, 11 sites exceeded this objective.
- 4.8.7 The use and enjoyment of areas and locations of interest is closely associated with health and well being, as well as the liveability agenda more broadly. Places with heritage, biodiversity and cultural value can also generate wider social and economic benefits. However, their potential to do so can be enhanced or diminished by external factors such as traffic and its associated environmental impacts. Quite often people are deterred from using amenities due to the impacts of traffic and congestion on such areas and locations. A significant deterrent to the use and enjoyment of certain amenities is the high levels of noise from traffic and congestion.

³ TfL London Travel Report 2008

⁴ TfL London Travel Report 2008

- 4.8.8 While quiet areas can be found in high density areas, noise levels are usually higher where transport and buildings are concentrated. The GLA London Household Survey 2003 found that road traffic noise was of more concern to the population than any other noise source, 13 per cent indicated that noise from road traffic in their locality was a 'serious problem'.
- 4.8.9 While there are many attractive areas with high levels of amenity across London, there are also numerous locations and areas of London which suffer from deprivation, poor environmental quality and with public realm areas which are unattractive and have poor perceptions of safety and security. The provision of new transport infrastructure and more frequent services on existing routes and the design of new or improved interchanges can all serve to facilitate the regeneration of these areas, lead to an improvement in the quality of the environment and the overall liveability and enjoyment of streetscapes and neighbourhood areas. In the absence of the Strategy, opportunities would be lost to contribute to an improved environment in terms of public realm, traffic noise and air quality.

Summary of Key Issues/Opportunities for the IIA Assessment and MTS Strategy Development:

- 4.8.10 The key issues with respect to the physical environment and public realm for the Appraisal and Strategy development are set out below. The issues, where they can be addressed, also represent opportunities.
- The role of design of infrastructure and interchanges and the operation of transport services on physical environment, biodiversity, greenscape and trees;
 - Addressing the effect of traffic on streetscape, historic and cultural environment and public realm;
 - Enhancing the liveability of streetscapes and areas;
 - Poor public realm and the effect of this in making people less likely to walk or cycle;
 - Smarter travel options including 'walkable' developments / grouping land uses which generate significant travel volumes;
 - In context of construction, design and operation: opportunities for resource efficiency, reducing waste and improving recycling facilities;
 - The potential for improved air quality and reduced traffic noise and the associated benefits which this can bring to the environment and health; and
 - Incorporating 're-cycling on-the-go' i.e. facilities for people to recycle consumables such as papers, during the course of their journey.

4.9 Biodiversity (HRA Screening)

- 4.9.1 The screening exercise is identifying the relevant Natura 2000 sites within and surrounding the Greater London area. This will include the location and nature of the specific sites, including the conservation objectives which underpin these. The full detail of this will be included within the Screening Report. The Natura 2000 sites identified thus far as part of the ongoing screening exercise are set out in Appendix B.
- 4.9.2 Transport and, in particular, emissions from transport, have the potential to impact upon sites in and surrounding Greater London, the nature of such impacts being determined

through the Screening Exercise. Equally, planning and location of future service provision will be considered with respect to potential impact. Any opportunities are likely to lie in the extent to which the Strategy can tackle issues such as road traffic emissions – both pollutant emissions and emissions which contribute to climate change. The potential for impacts, adverse or positive, will be identified in the Screening Report which is being prepared.



5 Review of Plans and Programmes

This chapter reports on a review of the international, national, regional and Mayoral policies, plans and programmes and sustainability objectives that might influence or set a context for the MTS. The full review is set out in Appendix C and is undertaken in compliance with the Department of Communities and Local Government (DCLG) Guidance and SEA Directive but also fulfils an important component of the HIA, EqIA and economic assessment processes, by highlighting the wider strategic context within which this Strategy sits and to which it contributes. Here we review the outcome of that review under two overarching principles, progressing sustainability and ensuring accessibility, and then by each of the six key issues of efficient economic progress, equality, health and wellbeing, safety and security, climate change and the physical and natural environment.

5.1 Introduction

- 5.1.1 The Strategy may both influence and be influenced by a wide range of policies, plans, programmes and sustainability objectives of other international, national, regional and local bodies. Consequently, an important aspect of the IIA has been to identify and assess any policies, plans, programmes, and sustainability objectives which may be relevant to the development of the Strategy. The outcome of the review has informed the preparation of both the Assessment Framework (see Chapter 6) and the specific sustainability objectives contained within it. The review will also inform the development of the Strategy itself.
- 5.1.2 It is a statutory requirement of the SEA Regulations to undertake such a review and is accepted best practice for the other impact assessment strands included in the IIA.
- 5.1.3 This section of the Scoping Report provides an overview of the policies, plans, programmes and objectives that have been reviewed. These are reviewed under eight headings:
- Progressing Sustainability
 - Providing Accessibility
 - Efficient Economic Progress
 - Equalities
 - Health and Wellbeing
 - Safety and Security
 - Climate Change
 - Environment and Public Realm

Appendix C provides further detailed account of the documents and their relevance to the MTS.



5.2 Progressing Sustainability

- 5.2.1 This suite of European, national and regional policies, plans and programmes sets out the strategic context and aspirations for overarching sustainability objectives. There is a clear steer at both UK and EU levels of government to progress the sustainability agenda across all sectors via informed and engaged stakeholders. In particular the Government's national transport policy objectives described most recently in "Delivering a Sustainable Transport System" set a clear framework for incorporating sustainability principles into transport strategy assessment. The IIA Framework is informed by these sustainability aspirations, establishing clear objectives for the Strategy to deliver upon the sustainability agenda at both the strategic level but also through distinct projects and services.
- 5.2.2 The Strategy has the opportunity to deliver further upon the sustainable transport agenda, exploiting where possible the opportunities to enhance the benefits which can accrue from sustainable planning, design, operation and management of services and facilities within the transport system in London. For example transport planning has a role in providing access for individuals to employment, services and facilities; this in turn has a knock-on impact on their economic prospects, health and wellbeing, all of which are key determinants of the quality of life experienced by individuals and households. Implementation and delivery can also help to secure sustainability, with for example, physical accessibility, information provision and the customer care regime all contributing to enabling all sections of the community to use the transport system with confidence.

5.3 Enhancing Accessibility

- 5.3.1 The policies, plans, programmes and objectives recognise the need for transport systems to have an accessible and well connected transport system. There will be a close relationship with the London Plan, which is being revised at the same time as the MTS. In particular, the transport system should facilitate access to jobs, education, healthcare, social services and amenities for all Londoners, with new housing developments complemented by accessible and inclusive transport links.

5.4 Economic Progress

- 5.4.1 The policies, plans, programmes and objectives reviewed establish clearly the importance of facilitating economic development and regeneration at European, national and regional levels. Such economic advancement can support and optimise other sustainability benefits, such as helping to encourage inclusive employment and countering child poverty. The importance of transport investment and infrastructure in facilitating economic progress is an underlying theme, with some policies focussing on individual sectoral matters such as roads, freight transport and waterways. In particular the Eddington Report emphasises how transport can support key economic drivers such as tackling congestion to reduce business costs, improving access to training and improving connections to international gateways. Several of the documents note the need to integrate economic and environmental policies, noting the application of pricing generally to reduce environmental impacts such as carbon emissions (e.g. through car taxation).
- 5.4.2 To align with these policies, the MTS should therefore seek to facilitate economic development, addressing the changing needs of London's spatial development and sectoral

economic activity. The Assessment Framework therefore provides a way of testing how the MTS addresses the need to support London's developing economy through measures that can, for example, increase labour catchments for employers; facilitate access to job opportunities and training; and stimulate the physical regeneration that can improve economic performance.

5.5 Equality

- 5.5.1 The policies, plans, programmes and objectives reviewed reaffirm that the public policy principles of equal treatment are important for all those living in, working in or visiting London. There are well defined statutory requirements on all UK public bodies to promote equal opportunities on the grounds of race, gender and disability. The GLA Group, including TfL, has specific statutory responsibilities in this regard under the Greater London Authority Act 1999 and subsequent amendments. Many organisations (including TfL) go further and have regard to the needs of other groups who may suffer from unfair discrimination, for example, on the grounds of poverty, faith, sexual orientation, age or status as refugees or asylum seekers. The GLA and TfL are committed to the principle of providing transport *for all*. Transport is crucial in providing access to opportunities and services and should seek to do so inclusively, avoiding unfair discrimination and promoting the interests of those who may experience social disadvantage.
- 5.5.2 Sustainability necessarily addresses social access and development alongside economic, resource and environmental objectives. Drawing on the review of policies, plans and programmes, the Assessment Framework provides an opportunity to consider the way in which the MTS addresses the specific factors that contribute to such transport disadvantage including accessibility (both generally and in regard to the needs of disabled people), communication, pricing and treatment from both the perspective of factors which promote inequalities but also opportunities for enhancing equality and access. It is also vital that everyone has the opportunity to make known their views on transport policy and provision and that the consultation mechanisms deployed by GLA and TfL take account of a broad range of access needs.

5.6 Health and Wellbeing

- 5.6.1 The policies, plans and programmes and objectives set out the legislative and policy context for addressing and promoting enhanced health and wellbeing within the European, national and regional context. Health is taken in its widest sense to incorporate key determinants of health and wellbeing such as employment, housing, access and services amongst others. Transport has the capacity to impact positively upon health and wellbeing through enhanced accessibility to employment, opportunities and services. This latter is of particular relevance given the potential for fundamental changes in the provision of healthcare infrastructure set out in "Healthcare for London" (<http://www.healthcareforlondon.nhs.uk/>). The Mayor's Draft Health Inequalities Strategy draws attention to the differences in health in London and seeks to promote healthy lifestyles, tackling obesity, smoking and diet.
- 5.6.2 Sustainable planning can also mitigate community severance and increase cohesion and social capital. Adverse impacts from transport on air quality, noise and the physical environment are identified in the documents as challenges and which the Strategy should address. The Assessment Framework specifically addresses health and wellbeing through

exploring both inequalities and opportunities, challenging the Strategy to identify and contribute towards enhanced health and wellbeing through both direct and indirect application.

5.7 Safety and Security

- 5.7.1 The policies, plans and programmes and objectives reviewed demonstrate the importance of safety and security for staff and users of the transport system. There is a fundamental requirement to ensure physical safety from accidents on the roads and public transport system. TfL also has a legal duty under Section 17 of the Crime and Disorder Act 1988 to work with other agencies to address crime and anti-social behaviour. Crime and fear of crime, including apprehension about encountering anti-social behaviour while travelling, are major influences on travel choice behaviour, particularly for those who are vulnerable such as women, children and young people, ethnic minorities and lesbian, gay, bisexual and transgender groups. Security from theft and the risk of terrorist attack are also important aspects for the Strategy to consider in bringing forward proposals for managing both freight and passenger transport.
- 5.7.2 In appraising the sustainability of the MTS the Assessment Framework will have regard to the key aspects of safety and security, such as accident prevention, crime prevention, tackling fear of crime and apprehension, and security against terrorist or other illegal actions. The Assessment will pay due attention to the importance of perceptions of safety and security, recognising that this has an important influencing role in how people use and engage with the transport network. In this way this IIA will provide a means to check that the Strategy does contribute towards achieving not only a safe and secure transport system but also one that feels safe.

5.8 Climate Change

- 5.8.1 The policies, plans and programmes and objectives set out the urgency of dealing with climate change, both in terms of reducing the CO₂ emissions which cause it, mitigating its impacts and ensuring future proofing to protect against it. This needs to be addressed across all sectors/sources. Following the Stern Report the UK has established progressive targets for CO₂ reduction and it is the responsibility of all stakeholders to collectively work towards and even beyond these targets. The Mayor has endorsed the commitment to reduce London's CO₂ emissions by 60 per cent on 1990 levels by 2025. Transport is a key source of CO₂ emissions and is, thus, a key sector with respect to progressing carbon constrained policy, and indeed greater sustainability generally. The MTS should contribute towards more sustainable transport provision within London and provide a context for further engagement with stakeholders to achieve this collaboratively.
- 5.8.2 It is also necessary that future plans for transport in London have due regard to both mitigation of anticipated climatic change but also adaptation to anticipated or potential climatic change, manifested through changing patterns and more severe weather conditions.
- 5.8.3 In light of this, the Assessment Framework includes specific appraisal objectives in relation to carbon emissions from transport and future proofing which will be used to evaluate the performance of the emerging Strategy. These appraisal objectives will play an important

role in developing MTS to take full account of transport-related climate change, and climate change mitigation and adaptation.

5.9 The Physical Environment and Public Realm

- 5.9.1 The physical environment covers a wide range of environments, from waterscapes to greenscapes. It is important that these valuable assets are protected and enhanced for the benefit of current and future generations. The policies, plans and programmes reviewed set out both the planning context and key principles of sustainable management which should help to achieve this objective. This approach has been used to inform the Strategy and the Assessment Framework. In achieving this objective, the Strategy will need to have regard to existing services, facilities and operations and also the planning and delivery of future infrastructure and services. It is also important to consider the interaction of the transport network with its surrounding physical environment. This includes the impacts of transport on street and landscape, designing out crime and also the role which the transport network plays in enabling access to key assets such as rivers, parks and open space.
- 5.9.2 It is also important to consider the likely future context for the physical environment, and in particular the potential impacts of climate change, and the opportunities for mitigation and adaptation. The Assessment Framework, therefore, establishes objectives in relation to the physical environment both under the specific heading of the Physical Environment and in other sections, such as Climate Change and Health and Wellbeing. The inter-relationships between these objectives and issues are critical to ensuring the Strategy maximises the benefits which can accrue from its delivery.

5.10 Summary

- 5.10.1 Some central points to emerge from the review are as follows:
- The context for the IIA is to provide an overarching, holistic approach to assessing the potential impacts of the Strategy and the contribution it can make to sustainability in the round. The suite of policies, plans and programmes explored within the review demonstrates the breadth of strategic aspirations and specific objectives which exist in and across specific components of sustainability such as climate change, safety and security, and health and wellbeing.
 - While the strategies have been explored under their primary headings, the inter-relationships between these policies, plans and programmes is critical to the delivery of sustainability and specifically, in this context, sustainable transport. The Assessment Framework equally notes objectives and questions under their primary headings but also explores the inter-relationships between these and how in conjunction or cumulatively, impacts can be maximised or minimised as appropriate.
 - The IIA draws upon the objectives outlined in the policies, plans and programmes to predict impacts that may be disproportionately felt by particular Equality Target Groups, noting the nature of such impacts and the particular Target Groups in question. In effect, the whole Assessment will be equality proofed to ensure that such considerations are at the forefront of the Assessment and not solely delivered through the specific objectives cited under the Equality section of the Assessment Framework.

6 The Framework for Evaluating Impacts of the Strategy

In this chapter we introduce the draft Assessment Framework, the means by which the sustainability of MTS will be assessed. This is structured around six key issues, with a series of secondary questions designed to tease out the more detailed impacts of the MTS on the sustainability objectives.

6.1 Introduction

- 6.1.1 The IIA will consider how the options for MTS will change the outcomes compared to the baseline situation without the MTS and the consequences of these changes in relation to the IIA objectives (i.e. whether there will be a positive, negative or neutral change in relation to the IIA objective).
- 6.1.2 It should be noted that the IIA objectives are *statements of what is intended*, specifying a desired direction of change. The IIA objectives will be used to assess the performance of the Strategy in terms of sustainability and are not the same as the MTS objectives, though overlap is likely.

6.2 Draft Assessment Framework

- 6.2.1 The following provides the first thinking on the Assessment Framework which will be used for the IIA. Note that the Assessment Framework will be subject to ongoing refinement throughout the scoping stage and finalised upon consideration of the comments received from consultees during the consultation on the Scoping Report.

Structure

- 6.2.2 The structure of the Assessment Framework is based upon two principal strands, namely:
- Primary Objectives: these objectives reflect the key sustainability aspirations for the Strategy, establishing what the Strategy should strive to achieve. The objectives derive from the London Sustainable Development Commission's Framework, TfL and GLA and GLA functional bodies' own thinking on sustainability issues and TfL's draft Sustainability Framework. They have been augmented as and where considered appropriate to ensure the broad range of sustainability issues to which the Strategy has the potential to contribute.
 - Secondary Questions: in pursuance of the primary objectives, a set of detailed questions is set out to challenge the Strategy on whether, and how best, it can achieve the sustainability objectives established for it. These derive from TfL's own thinking on key issues to be addressed and have been augmented with reference to three other key sets of data:
 - Assessment Frameworks used across the UK, including those specific to London, such as the Sustainability Appraisal conducted of the London Plan and Alterations for the London Plan : <http://www.london.gov.uk/mayor/strategies/sds/sustainability.jsp> and



http://www.london.gov.uk/mayor/strategies/sds/lon_plan_changes/docs-final/sustainability-statement.rtf;

- Key sustainable development objectives and aspirations set out in significant documents such as the Mayoral document, "Way to Go!", TfL's own literature and that emanating from other Functional Bodies; and
- Sustainable development aspirations set out in key strategic frameworks such as the UK Sustainable Development Framework and Indicators.

6.2.3 In developing the Assessment Framework, account has also been taken of the review of policies, plans and programmes and objectives discussed in Section 5 and Appendix C.

6.2.4 When assessing the draft Strategy against the objectives and specific questions, it is important to note that this will be undertaken on the basis of that which the Strategy has a specific remit *and* how the Mayor and GLA functional bodies, can work with wider stakeholders to deliver upon these objectives.

Indicators

6.2.5 Once the assessment objectives have been finalised, the selection of appropriate indicators will begin in consultation with relevant stakeholders. In selecting these indicators, it will be important to ensure alignment with existing indicators, in particular those for the Strategy itself. The indicators selected should also address the range of issues encompassed within the Assessment Framework but be adequately streamlined to be practical with respect to their monitoring and reporting.

6.2.6 The Assessment Framework provides the appraisal questions for the IIA – the Assessment itself will provide further detail and the narrative on how the Strategy fulfils these objectives. When determining impacts, a broad range of criteria will be used to identify potential or predicted impacts, including:

Direct impacts	impacts that are a direct result of a development
Indirect or secondary impacts	impacts that may be 'knock-on' effects of direct impacts
Cumulative impacts	impacts that accrue over time and space as a result of a number of developments or activities
Permanent or long term impacts	impacts that result in for all intents and purposes the irreversible loss of the character, distinctiveness, diversity or reproductive capacity of an environment. Impacts that are neither permanent or long term will be taken to be medium or short term or temporary impacts.
Medium, short term and temporary impacts	
Synergistic impacts	impacts that are of greater significance than the sum of their constituents
Residual impacts	impacts that will remain present post mitigation
Positive and negative impacts	account will be taken as to whether impacts are positive or negative



6 The Framework for Evaluating Impacts of the Strategy

6.2.7 Wider criteria which are used to inform the Assessment, include:

- Probability of impact; and
- Severity/magnitude of impact.

6.2.8 The Assessment Framework will be applied and used to assess the Strategy at a commensurate level to the Strategy itself – i.e. high-level strategic assessment, to ensure it meaningfully informs the drafting of the Strategy. The Assessment will not, therefore, detail site or area specific commentary, except in so far as this is appropriate to the Assessment of predicted impacts.



Primary Issues: Key Focus Areas for the Assessment	Secondary Objectives Will the MTS.....
To promote and facilitate sustainable transport	
A – To contribute to, and facilitate, more sustainable and efficient economic progress within London	
1. Promote more sustainable transport and travel patterns for all users and potential users of the London transport system	<ul style="list-style-type: none"> • Promote and assist the development of more sustainable patterns of land use? • Encourage more sustainable consumption through integrated transport and land use planning in all developments and operations? • Promote the use of cleaner technologies and renewable energy? • Integrate transport provision within and around built settlements to enhance proximity and promote more sustainable travel patterns? • Ensure efficient, user-friendly and sustainable links between different modes on the London transport network, including international links? • Ensure all new housing and commercial development is supported by reliable and sustainable transport links, including connections to safe walking and cycling routes?
2. Increase the economic efficiency and environmental and social sustainability of freight transport and transfer within and around London and the South East	<ul style="list-style-type: none"> • Assist the efficiency of freight distribution to, from and within London? • Minimise the adverse impact of freight transport on communities and the environment? • Consider options for sustainable use of waterways and railways for freight transportation?
3. Facilitate and contribute to regeneration across all communities in London	<ul style="list-style-type: none"> • Facilitate integration and enable access to opportunities for all? • Provide transport infrastructure and services within and around targeted communities to facilitate more sustainable business and commuter travel? • Encourage investment and sustainable development by improving accessibility to communities/areas across London, including links to international gateways? • Support the desires of local communities as part of delivering transport projects, including securing long term management of community facilities?



Primary Issues: Key Focus Areas for the Assessment	Secondary Objectives Will the MTS.....
<p>4. Contribute to enhanced productivity and competitiveness amongst all businesses within the London area</p>	<ul style="list-style-type: none"> • Improve network resilience and service reliability? • Improve business performance through enhancing access to customers, suppliers, goods and services? • Provide access to larger and better qualified labour markets and larger business markets? • Enhance access for individuals with key skills to the right employment opportunities and to develop the skills base? • Encourage sharing of knowledge and reduced costs by bringing firms closer together? • Facilitate and enhance sustainable tourism opportunities through integrated transport planning? • Reduce the barriers for Small and Medium Enterprises owned by members of the Black Asian and Minority Ethnic, faith and Lesbian Gay Bisexual and Transgender communities, women, Deaf, disabled and older people?
<p>5. Help to facilitate and contribute to increased employment and earnings especially in low-waged areas</p>	<ul style="list-style-type: none"> • Increase accessibility to employment, training and up-skilling opportunities for all people living in London? • Help match individuals with key skills to the right employment opportunities? • Where possible and practicable, use major transport projects to directly and indirectly develop the skills of Londoners?
<p>6. Contribute to the alleviation of poverty and its contributory factors</p>	<ul style="list-style-type: none"> • Increase accessibility to employment, training and up-skilling opportunities? • Help enable disadvantaged sections of the community to access the services they require? • Provide affordable/discounted travel for disadvantaged sections of the community? • Increase accessibility to key services and facilities for all? • Require that all major projects are responsibly procured through, for example, local procurement measures? • Support development of transport solutions that are appropriate to the local communities they are servicing?



Primary Issues: Key Focus Areas for the Assessment	Secondary Objectives Will the MTS.....
B – To enhance equality and actively mitigate the barriers to this	
<p>1. To address the key barriers to equality of access for all users and potential users of the London transport system</p>	<ul style="list-style-type: none"> • Address issues of personal security and perceptions of danger on the network, including recognising and dealing strongly with instances of hate crime? • Seek to remove physical barriers to accessing infrastructure, rolling stock and the public realm and to promote inclusive design? • Seek to remove attitudinal barriers from staff and other customers including, where appropriate, enforcing priority provision for Deaf, disabled and older people? • Seek to remove barriers to communication and in the provision of information before and at all stages of the journey? • Seek to remove barriers in the organisational systems, policies, procedures and practices, including planning and design which can make using all London transport modes difficult or impossible for some community groups? • Provide affordable travel for key target groups such as economically inactive, young and older people and lone parents? • Reduce emissions to air and noise, in particular, addressing disproportionate impacts felt by socio-economically disadvantaged communities?



Primary Issues: Key Focus Areas for the Assessment	Secondary Objectives Will the MTS.....
<p>2. To give all users and potential users of the London transport system equal opportunity to contribute to sustainability including making sustainable travel choices</p>	<ul style="list-style-type: none"> • Take into account the different experiences of all users and potential users of London’s transport system when planning, designing and delivering services? • Provide information on how deaf, disabled and older people can access services/infrastructures to ensure adequate travel planning for their needs? • Encourage investment and sustainable development by improving the accessibility of communities/areas across London, in particular, those experiencing exclusion? • Enhance access for individuals to employment and training opportunities, in particular, for those who have been economically inactive and wider equality groups? • Facilitate social inclusion through the removal of barriers? • Encourage the use of public transport, walking and cycling by all sections of the community?
<p>C To contribute to enhanced health and wellbeing for all within London</p>	
<p>1. To address health inequalities and factors which negatively impact upon health and wellbeing</p>	<ul style="list-style-type: none"> • Help to reduce health inequalities and key contributory factors to this? • Support the physical and mental health and wellbeing of communities, particularly those disproportionately affected by inequality? • Address factors which can negatively impact upon health and wellbeing, including: <ul style="list-style-type: none"> ○ Reduce annoyance caused by transport noise (air, rail, underground and road traffic)? ○ Reduce exposure to air pollution? ○ Improve the quality of the travelling experience for all users and potential users of the London transport system? ○ Reduce or mitigate community severance through sustainable transport planning?



Primary Issues: Key Focus Areas for the Assessment	Secondary Objectives Will the MTS.....
<p>2. To promote enhanced health and wellbeing for all</p>	<ul style="list-style-type: none"> • Help promote enhanced health and wellbeing through addressing key influences of health, including: <ul style="list-style-type: none"> ○ Access to healthier and sustainable travel options including walking and cycling? ○ Access to safe transport facilities and services? ○ Access to employment and training? ○ Access to local/community facilities? ○ Access to leisure, sporting and cultural facilities? ○ Access to open space and green space? ○ Access to liveable streets and neighbourhoods? ○ Enhancing the social capital of areas/communities? • Improve accessibility for all, in particular, Deaf, disabled and older people, through the use of inclusive design to support sustainability? • Encourage the use of public transport by all sections of the community – including actions to promote access to public transport provision for all? • Improve the quality of the travelling experience for all users and potential users of the London transport system?
<p>3. Improve air quality and the noise climate across London</p>	<ul style="list-style-type: none"> • Reduce exposure to air pollution across London and address the disproportionate impacts felt by socio-economically disadvantaged communities? • Contribute to effective traffic management to reduce local air pollutant emissions and noise levels? • Encourage the use of more sustainable travel options and modes of transport such as public transport, walking and cycling and reduce car dependency and use, across all London’s communities? • Promote uptake of greener/clean technologies and renewable energy provision across all transport providers and private car users?



Primary Issues: Key Focus Areas for the Assessment	Secondary Objectives Will the MTS.....
D – To promote safety and security for all working, travelling and using London transport services and facilities	
1. Increase security and resilience to major incidents on the network	<ul style="list-style-type: none"> • Provide for security planning to deal with major incidents? • Raise awareness and understanding of security issues amongst staff, travellers/commuters? • Contribute to a reduction in accidents and casualties on all transport modes?
2. Increase road safety for vehicular and pedestrians	<ul style="list-style-type: none"> • Enhance safe access to transport infrastructure and services, especially for equality target groups? • Enhance safety through the provision of training and practical experience for all staff?
3. Increase staff and passenger safety on all modes of transport	<ul style="list-style-type: none"> • Promote safety in and around stations through the use of technology, inclusive design, and use of key measures such as signage and lighting? • Address the differing needs of all communities especially Deaf, disabled and older people when major incidents occur?
4. Contribute to the reduction of crime and fear of crime for all users and potential users of the London transport system	<ul style="list-style-type: none"> • Help to design out crime by providing for integrated urban design and landscaping/engineering e.g. lighting requirements, line of vision, open spacing ⁽⁵⁾ in stations and access to stations, presence of staff and clear signage? • Contribute to measures to combat crime, fear of crime and anti-social behaviour on or near public transport facilities and services? • Make provision for educating passengers on measures to promote their own personal security? • Contribute to improving perceptions of personal security?

(5) Ensuring the design and layout of stations reflects the principles of designing out crime and enhances accessibility and safe use for all.



Primary Issues: Key Focus Areas for the Assessment	Secondary Objectives Will the MTS.....
E- To contribute to the mitigation of and adaptation to climatic change	
1. To contribute to the reduction of GHG emissions arising from within the London area	<ul style="list-style-type: none"> • Reduce car dependency through the provision of accessible and affordable public transport and improved facilities for walking and cycling for all London’s communities? • Promote smart travel options for all, including reducing distance travelled and the need to travel, as well as promoting more sustainable modes of travel? • Help develop more efficient and sustainable freight transportation? • Encourage more efficient business and commercial supply patterns? • Encourage uptake of green/cleaner fuels and energy sources?
2. To reduce GHG emissions arising from operations and service provision	<ul style="list-style-type: none"> • Invest in green technologies ⁽⁶⁾, equipment and facilities/infrastructure that reduce GHG emissions? • Promote the use of renewable energy and increased energy efficiency? • Encourage more sustainable travel patterns amongst staff/employees? • Contribute to effective traffic management to reduce GHG emissions?
3. To enhance and facilitate adaptation to the impacts of climate change	<ul style="list-style-type: none"> • Where possible, avoid promoting development within areas prone to flood risk; to mitigate potential impacts arising from development within such areas? • Enhance connectivity to labour markets and resources? • Make provision for the review of strategic flood risks to assets and operations and undertake appropriate risk management? • Ensure London’s key transport infrastructure and stock is resilient to extreme weather and the expected changes in climate?

(6) This refers to those technologies which are either/both less carbon intensive and more energy efficient.



Primary Issues: Key Focus Areas for the Assessment	Secondary Objectives Will the MTS.....
F – To protect and enhance the physical, historic, archaeological and socio- cultural environment and public realm?	
1. To promote more sustainable resource use and waste management	<ul style="list-style-type: none"> • Promote resource (water, energy, soil, materials) efficiency in all construction and operational practice? • Ensure responsible procurement is adhered to in design, construction and operations? • Promote the use of brownfield land and resources including derelict, vacant and semi-vacant land and buildings? • Promote sustainable waste management in all construction and operational activity (including working in partnership with private operators to help achieve this)? • Promote smart travel options for all, including reducing distance travelled and the need to travel, as well as promoting more sustainable modes of travel?
2. To protect and enhance the built environment and streetscape through planning and operations	<ul style="list-style-type: none"> • Protect and enhance the built environment around key transport facilities, including removing barriers to use? • Protect and enhance the character, integrity and liveability of key streetscapes, including removing barriers to use? • Promote integrated, improved accessibility for all within existing built environments and their landscapes through inclusive design ⁽⁷⁾ and management? • Protect and enhance valued/important built environment and streetscape settings through inclusive design and management? • To promote active travel within streetscapes and surrounding environments?
3. To protect and enhance the historic, archaeological and cultural environment through planning and operations	<ul style="list-style-type: none"> • Protect designated and non-designated key historic, archaeological and cultural features or assets of value through inclusive design and management? • Promote sustainable (safe, clean, easy, environmentally friendly) access for all to key assets? • Promote improved accessibility for all within existing historic/ cultural/ archaeological environments and their landscapes through inclusive design and management? • Improve the use of the urban public realm by improving its attractiveness and access for all?

(7) Reference is made to DpTAC guidance/standards



Primary Issues: Key Focus Areas for the Assessment	Secondary Objectives Will the MTS.....
4. To protect and enhance the natural, physical environment, including biodiversity, flora and fauna through planning and operations	<ul style="list-style-type: none"> • Promote the use of brownfield land and resources for new development where it aligns with sustainable outcomes? • Protect and enhance the character of local greenscapes? • Seek to minimise new development in areas prone to flood risk or mitigate the potential for such risk? • Protect and enhance the character and use of London’s riverscapes and waterways? • Protect and enhance local biodiversity? • Contribute to the sustainable use of waterways for passenger and freight transport? • Promote enhanced air quality and noise climate?
5. To protect and enhance greenscapes, riverscapes and waterways through planning and operations	



Table 6.1 below, signposts the reader to where the key issues under the respective Impact Assessment strands are addressed, with specific reference to the SEA Directive and the key issues which should be addressed under the Directive and in accordance with DCLG guidance.

Table 6.1 SEA, EqIA, HIA and AEI Topics and their Coverage in Assessment Framework

SEA Directive: Assessment of Effects Issues	Issues under: HIA EqIA AEI HRA	How Themes Are Addressed within the IIA Assessment Framework
Population	HIA EqIA AEI	<p>Addressed generally with respect to impact to all those use and work on the transport system in Greater London.</p> <p>Addressed specifically in relation to those sections of society who can experience disproportionate impacts, this being addressed through the 'Equality Target Groups' as prescribed by TfL</p> <p>Issue A3 'Facilitate and contribute to regeneration across all communities in London' addresses the role which transport can play in directly and indirectly facilitating enhancement in and amongst communities.</p> <p>Issue A5 'Help to facilitate and contribute to increased employment and earnings especially in low –waged areas'</p>
Human Health	HIA EqIA	<p>Addressed generally across all objectives with regard to the experience and safety of those who use and work on the transport system within Greater London</p> <p>Addressed specifically across Issue C "to enhance health and wellbeing for all within London"</p> <p>Addressed in Issue B1 'to address key barriers to equality of access for all users of the London Transport System'</p>
Fauna & Flora	HRA	<p>Addressed generally in terms of protection and improvement of the physical environment including climate change and air quality.</p> <p>Issue F4 'to protect and enhance the physical environment including biodiversity, flora and fauna through planning and operations'.</p> <p>Issue F5 'to protect and enhance greenscapes, riverscapes and waterways through planning and operations'.</p>
Soil	HRA (specifically in relation to Natura 2000 sites)	Addressed across Issue F 'To protect and enhance the physical, historic, archaeological and socio-cultural environment and public realm'. Specific secondary objectives are noted for this and brownfield sites.

Water		Addressed across Issue F 'To protect and enhance the physical, historic, archaeological and socio-cultural environment and public realm'.
Climatic Factors	HIA	Addressed in general in Issue F 'to protect and enhance the physical, historic, archaeological and socio-cultural environment and public realm'. Addressed specifically in Issue E 'To contribute to the mitigation of and adaption to climatic change'.
Material Assets	AEI	Material assets has been interpreted to address the context within which the Strategy impacts. In this respect, material assets is taken to address transport infrastructure and assets, as well as more broadly addressing economic, social and environmental assets. Addressed through all Issues with respect to infrastructure and assets. Addressed in general in Issue A related to 'Efficient economic development'. Addressed in general in Issue F 'To protect and enhance the physical, historic, archaeological and socio-cultural environment and public realm'. Addressed specifically in relation to the built environment and streetscape under Issue F2 'To protect and enhance the built environment and streetscape through planning and operations'. Addressed in general across all Issues and Objectives through the promotion of equality, health and wellbeing and improved living environment.
Cultural, Architecture & Archaeological Heritage		Addressed across Issue F 'To protect and enhance the physical, historic, archaeological and socio-cultural environment and public realm'. Cultural issues are also addressed more broadly across the appraisal objectives for equalities, economy, health and wellbeing
Landscape		Addressed across Issue F 'To protect and enhance the physical, historic, archaeological and socio-cultural environment and public realm'.



7 Consultation and Role of Stakeholders

7.1 Introduction

- 7.1.1 Stakeholder consultation or engagement is an integral component of any assessment and is of particular importance in the context of this IIA. Its basis lies in both statutory requirements and non-statutory best practice, and both have been used to inform how best to integrate consultation within the IIA to maximise its benefit.
- 7.1.2 The statutory basis for consultation resides within instruments such as the SEA and its transposing regulations into UK law. These specify the requirement for consultation at the scoping stage (with the 'consultation bodies' of Natural England, English Heritage and the Environment Agency) and at publication of the Sustainability Appraisal Report (with the 'consultation bodies' and public consultation). More broadly, the Directive and wider guidance across all the impact assessment components clearly identify the need for timely and effective engagement on an ongoing basis.

7.2 Engagement on the IIA

- 7.2.1 Two prescribed periods of formal engagement are integral to the assessment process, the first being the consultation period of five weeks which accompanied the dissemination of this Scoping Report to statutory consultees. The second period of formal consultation is scheduled for the publication of the Draft Mayor's Transport Strategy and accompanying IIA Report. At this stage, public stakeholders will be invited to comment upon the findings of the Assessment and the recommendations which have been identified to mitigate any potential dis-benefits, and maximise predicted benefits.
- 7.2.2 The outcome of this consultation will be considered in finalising the Strategy. The SEA component of the IIA requires that a "Statement" is prepared and made publicly available, setting out how the responses to public consultation on the draft Strategy and the accompanying IIA Report have been taken into account in finalising and adopting the Strategy.

7.3 Ongoing Consultation and Engagement

- 7.3.1 While formal consultation with statutory consultees must be undertaken in compliance with SEA/IIA practice, ongoing consultation will also be undertaken throughout the duration of the IIA. This will occur through both scheduled meetings and events with stakeholders but also through ongoing liaison which has already commenced. It should also be noted that the Assembly and Functional Bodies will also be consulted during the development of the MTS, prior to its issue as a draft for public consultation.
- 7.3.2 It is important that stakeholders have the opportunity to engage with the Strategy and assessment teams. Comments, thoughts and inputs on the IIA are welcomed throughout the course of the assessment process.



7.4 Next Steps

- 7.4.1 The Assessment of the forthcoming Strategy is the next key stage in the assessment process, this being formally reported through the publication of an IIA Report, accompanying the publication of the draft MTS, for public consultation. This is scheduled to occur in Autumn 2009.
- 7.4.2 It is currently envisaged that the final MTS will be published in early 2010. It will be accompanied by an IIA Statement that will set out how the final version of the MTS has taken into account the IIA Report itself and the public responses relating to the issues raised in that report.



Appendix A – Supporting Data for Baseline

1 Introduction

This Appendix provides supporting information to Chapter 4 on the baseline data. The baseline situation refers to the conditions prevailing in the absence of the Strategy. In considering the prevailing conditions, account has been taken of the current situation and how the baseline may develop in the future in the absence of the Strategy up to 2026. The baseline situation will form the foundation for analysing the possible effects of implementing the Strategy.

It is important to note that the baseline information set out in this Scoping Report is a starting point in determining the baseline situation and will be developed further as the IIA process progresses to provide a full baseline dataset for the purposes of assessment. For example, we expect that through this scoping exercise, further useful baseline information and issues will be identified and made available to the IIA team by consultees and we would welcome any such inputs. It should also be noted that the baseline will be considerably developed through data which will emerge from the transport modelling to be undertaken to support the preparation of the MTS and associated Geographic Information System (GIS) work. As the baseline data set develops further, it will be presented in relation to the six 'primary issues' and associated key focus areas contained in the Appraisal Framework (see Chapter 6).

The baseline information in this appendix is set out in relation to the six 'primary issues' contained within the Appraisal Framework (see Chapter 6). In addition the main sustainability issues (in the sense of problems and challenges) and opportunities relating to each of the 'primary issues' are set out in full. These issues and opportunities reflect a consideration of the baseline information collected to date and the outcome of a workshop on issues and opportunities held with the client Steering Group. These main issues and opportunities have been taken into account in developing the detail of the Appraisal Framework.

In order to provide the reader with relevant background information about London's transport system, a brief overview of the system has been provided below prior to the sections setting out the baseline information and the main issues and opportunities.

Under each of the 'primary issue' headings, information is provided on:

- Relevant baseline characteristics;
- Expected trend in the absence of the strategy; and
- Issues and opportunities.



2 Summary

London is a rapidly expanding city, with a population of 7.6m in 2006, predicted to grow to 8.7m by 2026. London is the driving force of the UK's economy, accounting for 18% of the nation's GDP and 15% of its employment. London is also the most ethnically diverse city in Europe, with a population that encompasses 300 languages, over 150 countries represented and at least 14 faiths practiced. London has a rich and diverse built heritage, with many locations and areas that are especially important due to their historic, architectural and cultural heritage.

London's transport system has developed to meet the needs of the Capital's population and its economic development with an extensive public transport system. However, due to the high volumes of people commuting to London, the underground and rail networks are often over-crowded in the peak periods, and there are high levels of congestion on London's road network.

Despite the high levels of employment and higher levels on income in London, there are high levels of deprivation, with four of the eight most deprived authorities in England being in London. In addition, the rate of recorded crime is nearly 30% higher in London than in the rest of England and Wales.

CO₂ emissions in London associated with transport have remained at the same level over recent years despite population and employment growth. However, in the absence of an effective strategy, it is likely that CO₂ emissions will increase over the coming years. The effects of climate change are likely to affect London's transport system, with London's road and rail networks being vulnerable to flooding and other extreme weather events.

Further details on the baseline conditions are provided in the remainder of this appendix.



3 London's Transport System

Subject: London's Transport System

Baseline characteristics:

Modal Share:

- The mode share for average weekday trips by London residents during 2007/2008 was: 37.9% by car, 1.3% by taxi, 0.6% by motorcycle, 14.5% by bus or tram, 7.6% by Underground and DLR, 4.8% by rail, 2% by cycle and 31.4% by foot. (This compares to 63% of journeys across Great Britain being made by car) (TfL 2009).
- There has been an overall **decline of 5%** in car use between 1999 and 2006 (GLA 2008).
- The number of bus journeys in London in 2006/2007 was **45% higher** than in 1999/2000. As a mode it accounts for 10% of passenger journeys into central London during the morning peak (GLA 2008).
- There has been an **increase of 264 million passengers** using the Underground annually since 1997/1998, reaching 1.096 billion passenger journeys in 2007/2008 (DfT 2008).
- The Underground and overground rail network accounts for 89% of passenger journeys into central London during the morning peak (GLA 2008).
- 44% of commuters entering central London in the morning peak use overground rail for at least part of their journey (GLA 2008). The number of passenger trips within or to London has increased from 379 million in 1995/1996 to 503 million in 2005/2006. However, the percentage of passenger trips made within London has **decreased by nearly 7%** (TfL 2007).
- Between 2000 and 2006 there was an **83% increase** in the number of people cycling (GLA 2008). However, this still **only accounts for 2%** of all travel in London (TfL 2009).
- Walking currently accounts for 21% of Londoners journeys (GLA 2008).
- Mode share varies by ethnic group. Pakistanis, Indians and Whites had the largest share of trips by car, while Black Africans and Chinese had the highest share of trips by public transport (TfL 2009).
- Indians and Pakistanis have comparatively higher car use (TfL 2009).
- Bike use is lowest amongst non-White groups (TfL 2009).

Journey Purpose:

- 31% of trips in London are for shopping and personal business, 16% for commuting, and 26% for leisure (TfL 2009).

Service Provision:

- The average age of the bus fleet is 5 years (GLA 2008).
- The number of night bus routes has increased from 57 in 2000 to over 100 in 2006/2007 (GLA 2008).
- The London Underground network consists of 408 kilometres of track and 275 stations (TfL 2007).



- Over 580,000 passengers use taxis or private hire vehicles every day in London. There are currently 25,000 taxi drivers, 45,000 private hire drivers and 2,200 private hire operators (GLA 2008).

Overcrowding:

- In 2005 it was reported that the 10 most overcrowded trains in the UK were operated to or within London (GLA 2008).

Freight:

- Road freight lifted increased in 2007 and levels are now higher than any time since 1990, with 156 million tonnes of goods lifted by road (TfL 2008).
- Internal water freight travel has varied little since 1990, with 2.5 million tonnes lifted in 2006 (TfL 2007).

Safety:

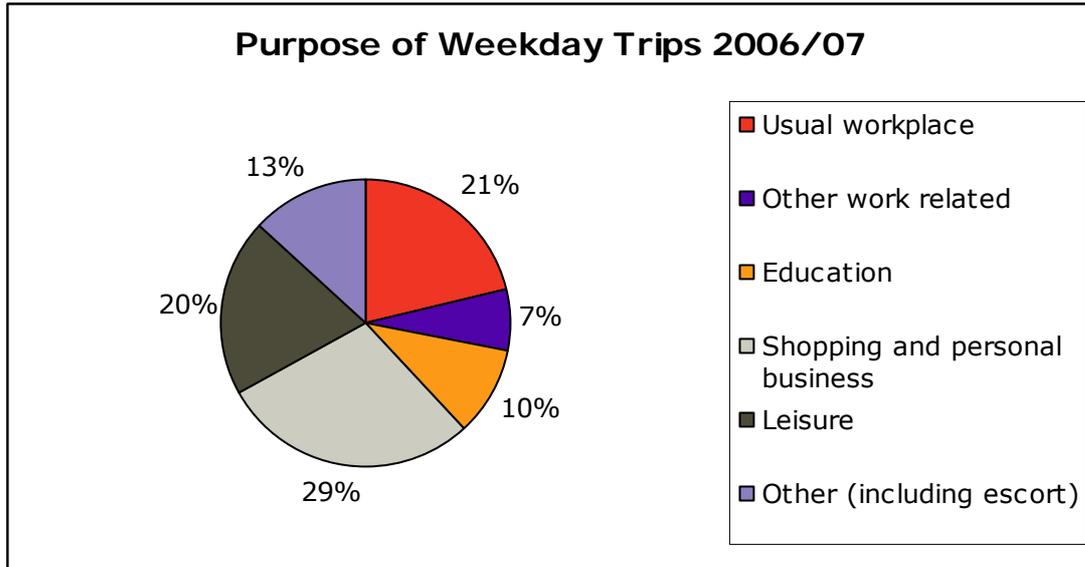
- There has been a **35% reduction** in the number of road casualties since 2000. In 2006 33% of those killed or injured in road casualties were pedestrians (GLA 2008).
- On the Underground there were 0 people accidentally killed (first time for 15 years) and 125 injured in 2007/2008 compared to 7 people killed and 95 injured in 1996/1997 (TfL 2009). While this is a significant increase, it is in part due to the fact that the LU system is now bigger and carries more passengers than it did a decade ago.

Air Quality:

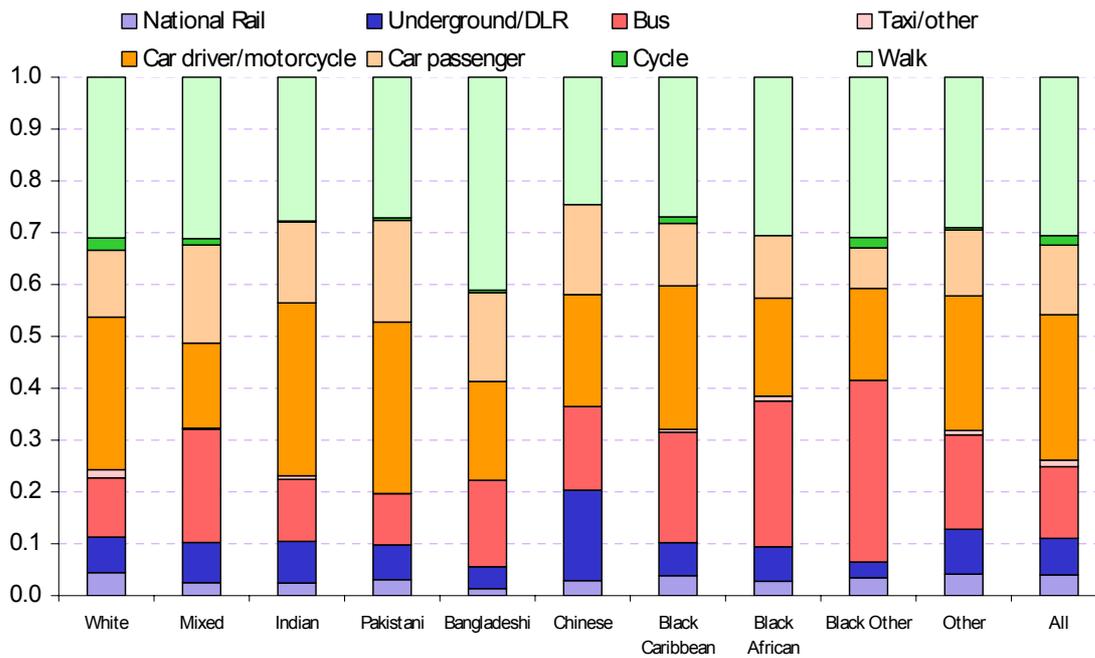
- Levels of harmful local atmospheric pollutants have fallen in recent years, partly reflecting the introduction of newer, cleaner road vehicles. However, London's air quality (particularly in inner London) is the worst in the UK, and continues to breach National and European Union health-based air quality objectives (TfL 2009)

Ticketing:

- Between 2000 and 2008 the average fare for the Underground adjusted for inflation rose from £1.41 to £1.43, while fares for buses fell from 58p to 53p (GLA 2008).
- The Oyster electronic ticketing system has been in place since 2003 and in 2006/2007 73% of journeys were made using an Oyster card (GLA 2008).
- The Freedom Pass and veterans pass allows free off-peak travel on nearly all modes for Londoners aged over 60 or with a disability (GLA 2008).
- Bus fares have been abolished for all young people aged 18 or under in full-time education, assisting 350,000 young people, while children under the age of 11 can travel for free on the LU, DLR, Overground and trams if accompanied by an adult. (GLA 2008) Additionally, 16-19 year olds in full-time education or on a work-based learning scheme and who live in a London borough can travel free on buses and trams with a 16+ Oyster photocard (TfL 2008).
- In 2007 the 250,000 Londoners on income support were eligible to travel for half-price on buses and trams. (GLA 2008).



Modified from TfL London Travel Report 2007



Modified from TfL London Travel Report 2008

Expected trend in absence of strategy:

- May be an increase in public transport use (bus, Underground and overground rail)
- May be an increase in cycling trips
- May be an increase in car use
- Increase in road freight
- Increase in air pollution as a result of more road freight and possible increase in car use
- Increase in people eligible for free travel on public transport
- Increase in road casualties as a result of more goods vehicles and more cyclists

Source: MVA intelligence based on current trends – to be amended once TfL modelling results become available

References

DfT (2007) Regional Transport Statistics 2007

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TfL (2009) London Travel Report 2008(unpublished)



4 Sustainable and Efficient Economy

Subject: Sustainable and Efficient Economy

Baseline Characteristics:

Productivity and jobs:

- London has the highest productivity in the UK with its GDP valued at £160 billion a year – its productivity is 27% higher than the rest of the country (GLA 2008).
- Around a fifth of London's 4.6 million jobs are filled by people who live outside the capital (ONS 2007).
- 1.35 million jobs are located in central London, averaging 5,000 jobs per sq km (Mayor of London & TfL 2006).

Employment:

- London has a resident labour force of 3.8 million people (ONS 2007).
- The unemployment rate at the end of the second quarter in 2006 was 7.7% - 2.2% higher than the rest of the country (ONS 2007).
- In 2007 the number of Londoners who were economically inactive was 24.6% - over 2% higher than the national average (Defra 2008c).
- In 2007 15.5% of working-age people and 24.6% of children in London lived in workless households – nearly 8% more children in workless households than the rest of England (Defra 2008b).
- The percentage of 16-24 year-olds in employment is 12% lower in London (18% lower in inner London) than in the rest of the UK (GLA 2008).
- 40.6% of disabled women and 45.6% of disabled men are in employment – far below the national average of 69.1% (GLA 2008).
- In 2005 the economic activity rate for white people in London was 78.9% compared to 65.6% for ethnic minorities (ONS 2007).

Income:

- The average weekly household income (from all sources) in London is £304 per person – over 20% higher than the national average (ONS 2007).

Training & Qualifications:

- More than 50% of Londoners do not have the literacy skills expected of an 11 year-old (GLA 2008).
- More than 600,000 Londoners have no qualifications, leaving them unable to compete in the employment market (GLA 2008).

Tourism:

- There were 26.6 million overnight visits to London in 2006 (GLA 2008).



Transport:

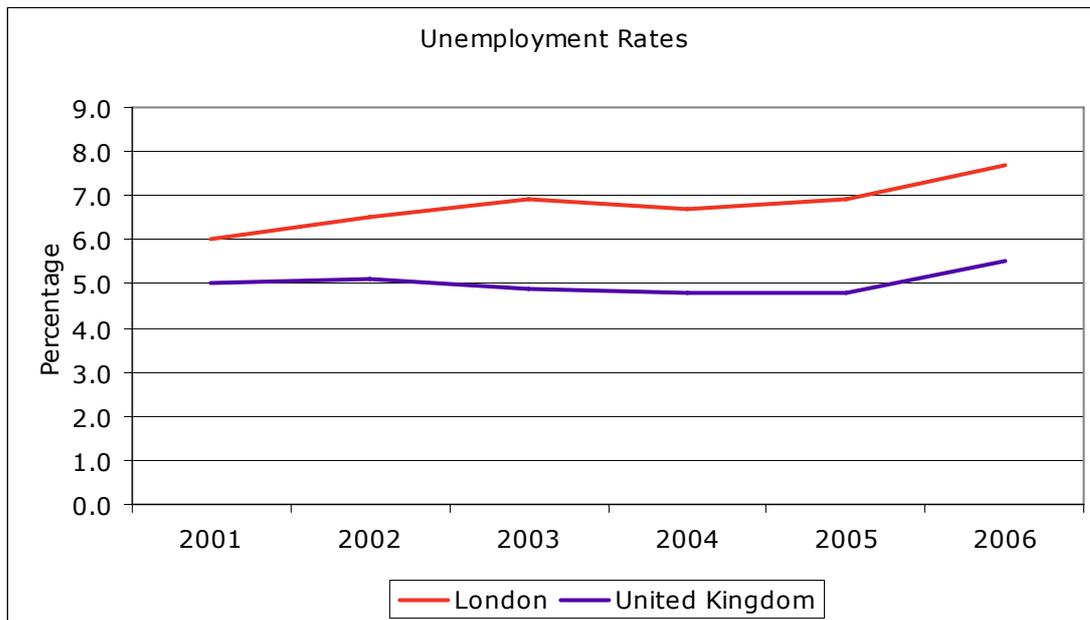
- Travel to work by car is much higher in the rest of Great Britain compared to London. On average 70% of people travel to work by car in GB, however, the average in London is 36% (DfT 2008a).
- In 2006 the average time taken to travel to work in London was 43 minutes – substantially higher than 26 minutes for the national average (DfT 2007).
- In 2007/2008 the average time (in minutes and seconds) taken to travel one mile on London’s roads was 4:09 – lower than Greater Manchester at 4:57 (DfT 2008b).
- In 2007/2008 2% of scheduled bus kilometres were not operated due to traffic congestion, leading to a reduction in service reliability (TfL 2009).

Future Trends:

- There are 500,000 more jobs expected to be created in the business sector by 2026 – over 50% requiring level 4 (first degree) level qualifications (GLA 2008).

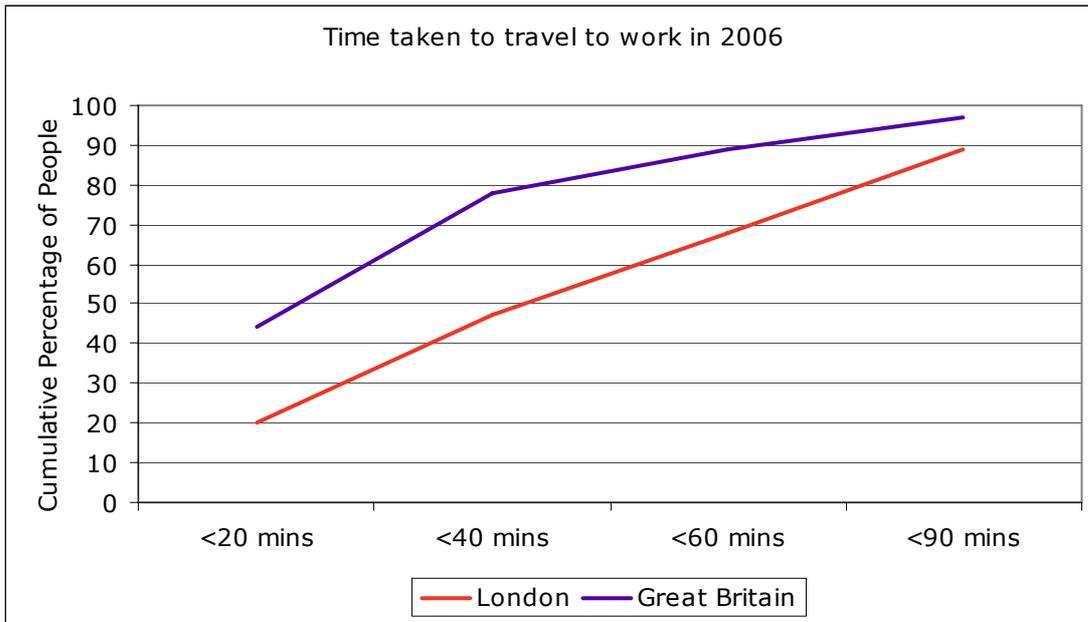
Figures / Tables

These charts have been chosen to highlight some of the most significant differences in economic efficiency and sustainability between London and the rest of the UK. The bus reliability chart shows also shows how congestion is increasingly affecting service reliability after improvements in recent years.

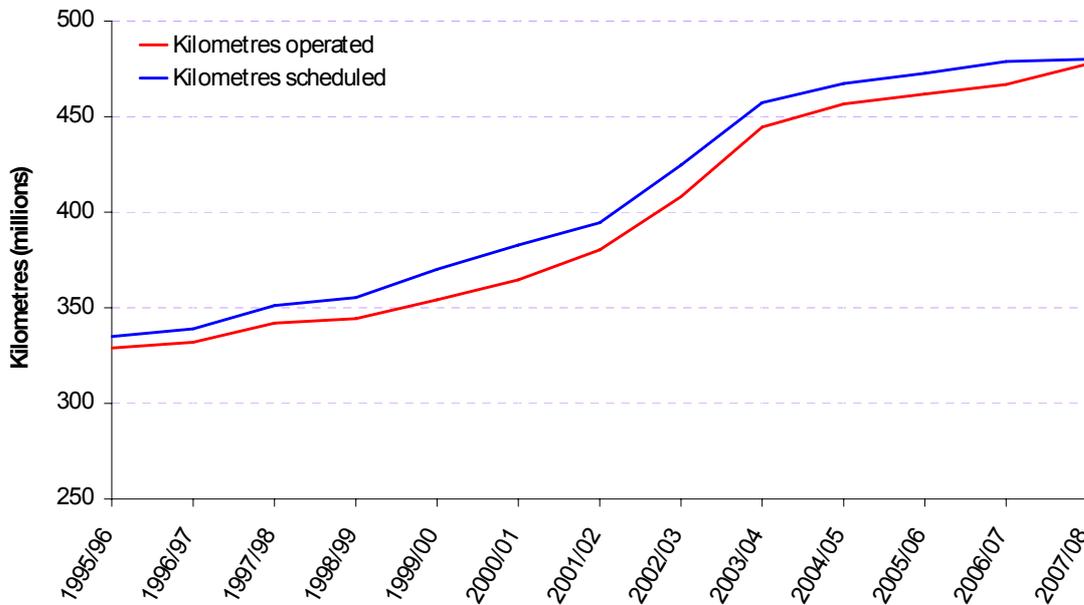


Modified from Focus on London (ONS, 2007)





Modified from DfT Regional Transport Statistics (2007)



1. Deducting scheduled kilometres lost due to traffic congestion.

Modified from the TfL London Travel Report 2008

Expected trend in absence of strategy:

- Increase in unemployment
- Increased road congestion
- Decrease in bus service reliability



Issues:

- Capacity and connectivity: integrated transport and land use planning including facilitating physical and economic regeneration
- Employers' access to labour markets and individuals' access to employment
- Facilitating economic growth and higher productivity
- Tackling congestion (including improving journey time reliability and smoothing the flow of traffic)
- Tackling public transport crowding
- Efficient freight distribution (including potential for mode shift and consolidation)
- Service reliability and network resilience
- Disruption to transport services caused by major scheme construction
- Staff with correct training to deliver MTS projects (e.g. Mayor/TfL tunnelling academy proposal)

Opportunities:

- The positive impact which planning and transport investment projects can have on accessibility to employment, education and training opportunities
- The creation of more jobs, aggregation and densification, and enlarging access to job market for population; noting also the potential for increased appeal for investors and the development/enhancement that this can facilitate
- TfL spending is a significant economic influence and hence responsible procurement, for example engaging more Small and Medium size Enterprises (SMEs) within and across London and boosting local employment
- Supporting, directly or indirectly, the development of green technologies and innovation

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TfL (2009) London Travel Report 2008(unpublished)

5 Equality

Subject: **Equality**

Baseline Characteristics:

Race:

- London is the most ethnically diverse city in Europe, and arguably, the world, with a population that encompasses 300 languages, over 150 countries represented and at least 14 faiths practised (GLA 2007).
- London is home to 42.7% of England's non-white population (GLA 2008).
- 41.6% of London's population is non-white British (GLA 2008).

Religion or faith:

- In terms of faith, 58% of Londoners profess being Christian, 8% Muslim, 4% Hindu, 2% Jewish, 1% Sikh and 16% no religion (GLA 2008).

Deprivation:

- Between 2001 and 2006 69.2% of the most deprived people in London were affected by adverse environmental conditions compared to 1% of least deprived people – a huge contrast to the national average where 21.5% of the least deprived were affected (Defra 2008e).
- Between 2003/2004 and 2005/2006 41% of children in London lived in households below 60% of the median, after housing costs – huge contrast to the national average of 29% (Defra 2008c).
- Between 2003/2004 and 2005/2006 21% of pensioners in London lived in households below 60% of the median, after housing costs – compared to the national average of 18% (Defra 2008d).



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- In 2006 13% of 16-18 year-olds were not in education, employment or training – 2% higher than the national average (Defra 2008f).
- Out of 498 rough sleepers recorded in the UK during 2007, 248 were in London (Defra 2008a).

Accessibility:

- In 2006/2007 9% of Londoners found it very or fairly difficult to get to a corner shop or supermarket – 2% lower than the national average (Defra 2008b).
- In 2006/2007 10% of Londoners found it very or fairly difficult to get to a post office – in line with the national average (Defra 2008b).
- In 2006/2007 22% of Londoners found it very or fairly difficult to get to a doctor or hospital - 6% lower than the national average (Defra 2008b).
- More than half of older people travelling to hospitals and dentists in London experience some difficulties in getting there, as do a third of those attending GPs or health centres (SEU 2003).

Age:

- There are almost 250,000 people aged 80 or over living in London – the population aged 60 and over is expected to increase by 9% between 2001 and 2021 (GLA 2006).
- The number of older people from BAME communities in London will increase from 12% to 23% by 2021 (GLA 2006).
- Over a third of people aged 60 or over in London live alone - 42 per cent in inner London and 33 per cent in outer London, compared with just over 30 per cent in England and Wales overall (GLA 2006).

Health:

- Around 578,000, or 19%, of households in London contain at least one person with a limiting long-term illness, health problem or disability (GLA 2007).
- 10% of Londoners report having a transport-related disability (rising to 30% for those aged over 60) (TfL 2009)

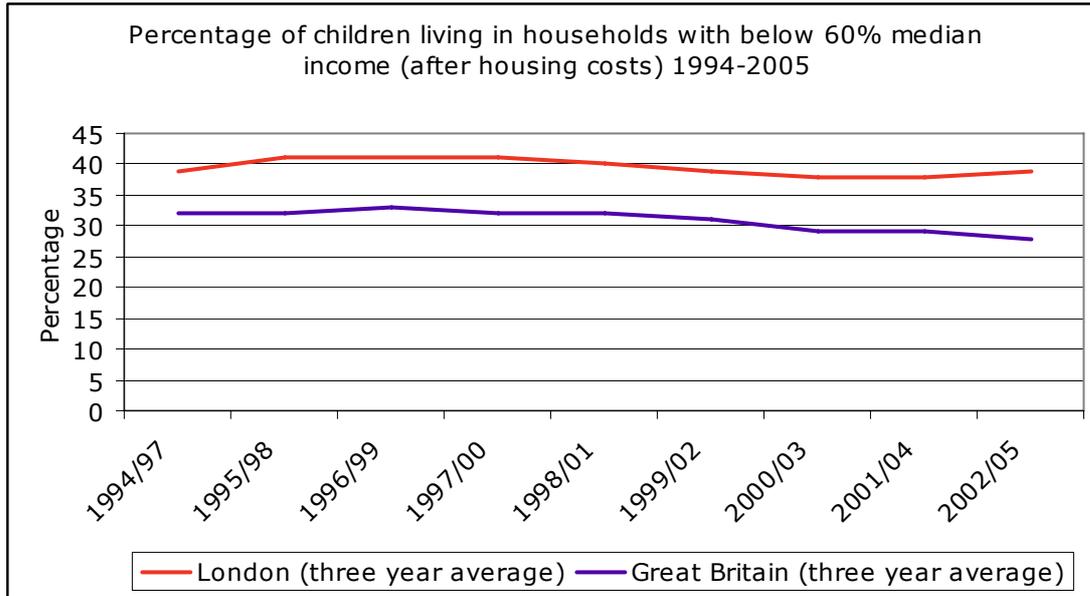
Gender:

50.5% of the population are female (ONS 2007).

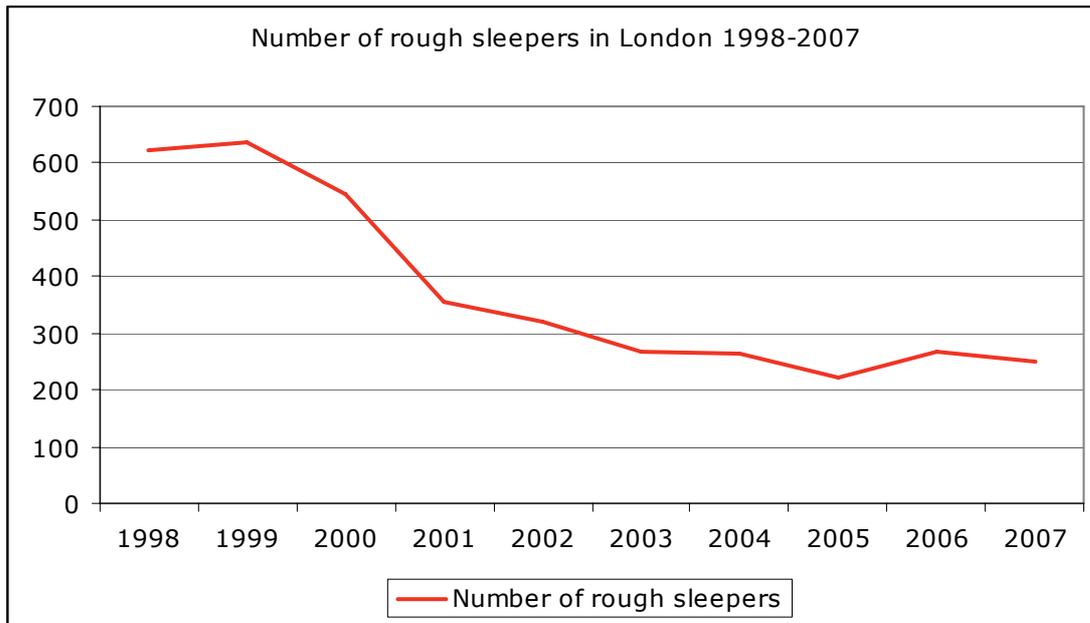
Sexual Orientation:

- Sexual orientation is the only equality strand that is omitted from the Office for National Statistics national Census. However, it has been estimated that 6% of the country is likely to be lesbian, gay or bisexual. This is thought to be an underestimate. Also it has been found that gay couples were more likely to live in London than the rest of the country. Consequently 10% is considered to be a more accurate estimate (GLA 2007).

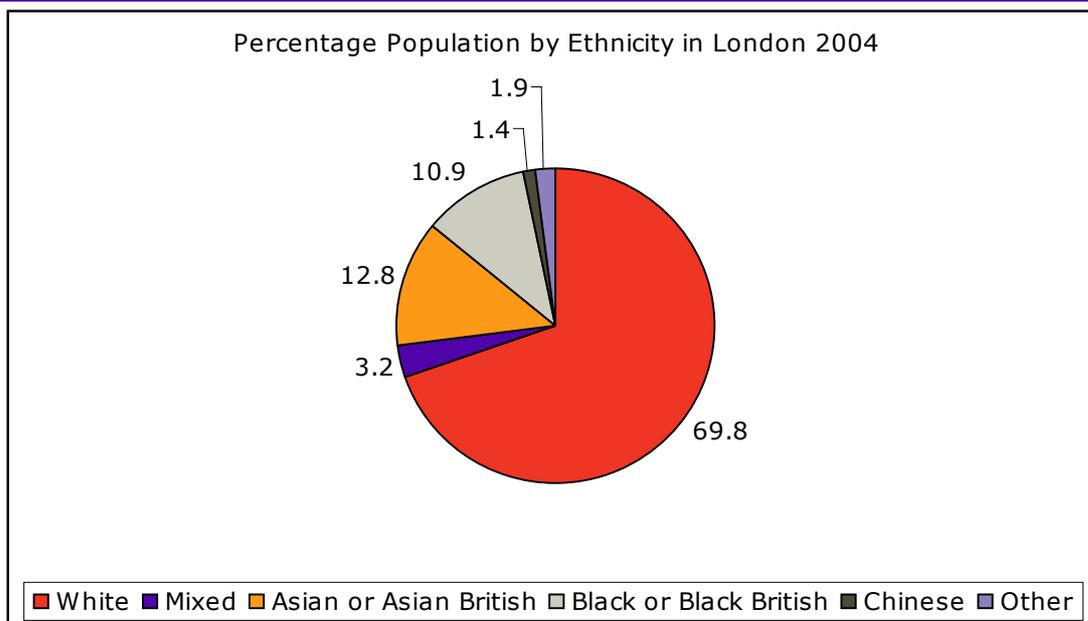
Figures / Tables



Modified from Focus on London (ONS, 2007)



Modified from Defra Sustainable Communities



Modified from Focus on London (ONS, 2007)

Expected trend in absence of strategy:

- The number of children living in poverty may increase
- The number of people from an ethnic minority background may increase
- The number of older people living in London may increase
- The number of people without qualifications may increase
- More deprived communities may be significantly affected by adverse environmental problems
- Accessibility to transport for these groups may deteriorate

Issues:

- Addressing physical barriers to access: proximity and inclusive design of vehicles and infrastructure
- Addressing social barriers to access: exclusion, affordability etc
- Community severance
- Communication and information provision for all
- Statutory responsibility to demonstrate how GLA engage with communities to deliver strategies
- Addressing the wider issue of how decision-making is made, noting the scope for inclusion of stakeholders and the public generally, in an inclusive approach

Opportunities:

- Investment in infrastructure and vehicles can build in accessibility improvements
- Investment in softer infrastructure (communication in different formats etc) could bring considerable benefit
- The positive role of transport in tackling social exclusion and wider disadvantage
- Tackling negative attitudes to disabled people, which can be a barrier to travel
- Improved communication and customer care, in particular for target groups
- Deliver targeted fare concessions to reduce inequalities in income e.g. through use of Freedom Pass or Oyster card
- The benefits which responsible procurement can bring to target groups
- Creation of an inclusive network (not just physical, but how people engage with the network)
- Adopting a 'whole journey' approach to maximising accessibility

References

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Defra (2008b) Sustainable Development – Regional indicator data and resources (accessibility)

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Defra (2008c) Sustainable Development – Regional indicator data and resources_ (childhood poverty)

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6 Health and Wellbeing

Subject: Health and Wellbeing

Baseline Characteristics:

Accessibility to Healthcare:

- In 2006/2007 22% of Londoners found it very or fairly difficult to get to a doctor or hospital - 6% lower than the national average (Defra).
- In 2007 the average number of GPs per 100,000 population in a London PCT was 65.7 compared to 65.3 in England as a whole (LHO).

Illness and Disability:

- In 2001 71% of Londoners rate their health as 'good' while 8% rate their health as 'not good' (ONS Census).
- In 2001 15.5% of Londoners have a limiting long term illness (ONS Census).
- Around 578,000, or 19%, of households in London contain at least one person with a limiting long-term illness, health problem or disability (Defra).
- In 2001 the standard mortality rate in London was 98 (ONS Census).
- Deaths from cancer account for around one third of deaths in London. The rate of mortality from all cancers in London is 180.3 while the incidence is 357.1 in the years 2003-2005 (Cancer e atlas).
- Cardiovascular disease (also called circulatory disease) is one of the most highest causes of premature death in London. Coronary heart disease (CHD) mortality per 100,000 population is 116.5 for the years 2004-2006. Cerebrovascular disease (stroke) was responsible for 5,765 deaths in 2001 in London (NCHOD)

Safety:

- The number of pedestrian casualties per 100,000 population in London is 3,726 while the number of road traffic casualties in London per 100,000 population is 17,481 in 2006 (DfT).

Life Expectancy and Average Age:

- Life Expectancy at Birth (Jan04-Dec06) for males is 77.4 and 82 for females and has been increasing (ONS).
- The mean age of the population in 2001 was 35.95 (ONS Census).



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Deprivation

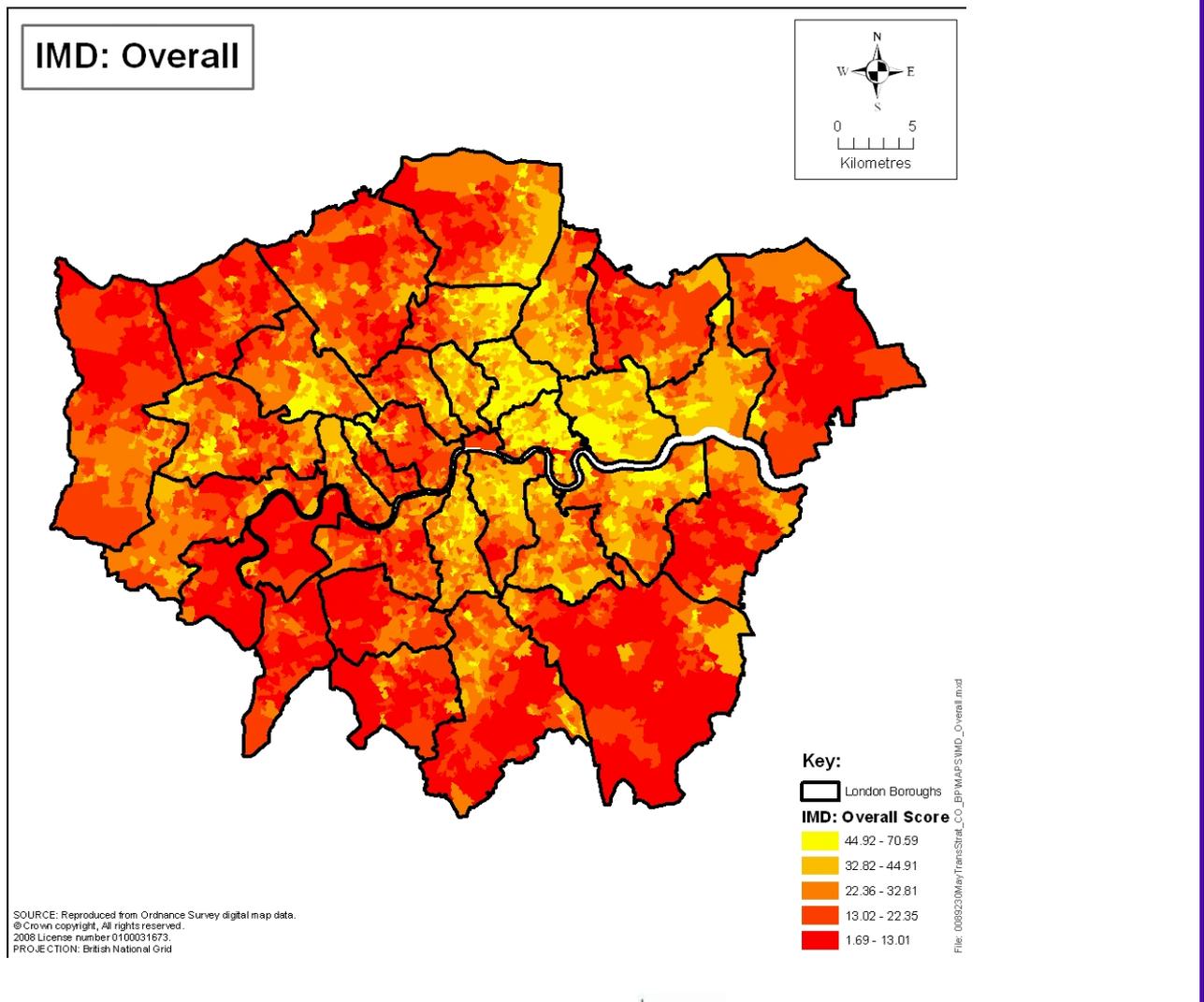
- There are considerable inequalities in health across Greater London as a whole based on the indices of multiple deprivation with the boroughs of Tower Hamlets and Newham being amongst the most deprived (IMD).
- Four of the eight most deprived authorities in England are in London: Hackney, Tower Hamlets, Newham and Islington (IMD).

Figures / Tables

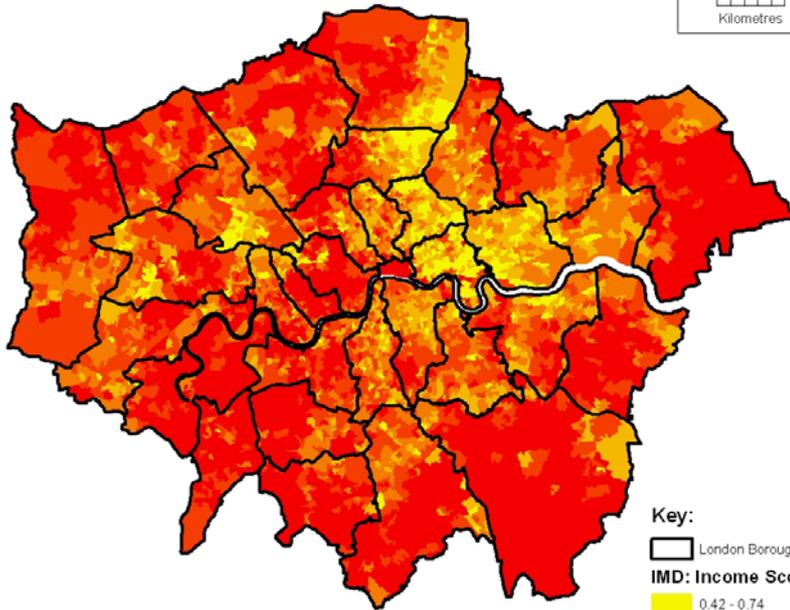
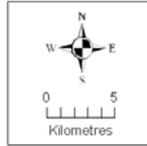
Index of Multiple Deprivation(IMD) maps of :

- Level of multiple deprivation
- Level of health deprivation
- Level of employment deprivation
- Level of income deprivation
- Barriers to housing and services

The diagrams represent the level of deprivation for each domain with red indicating the least deprived areas and yellow representing the most deprived areas.



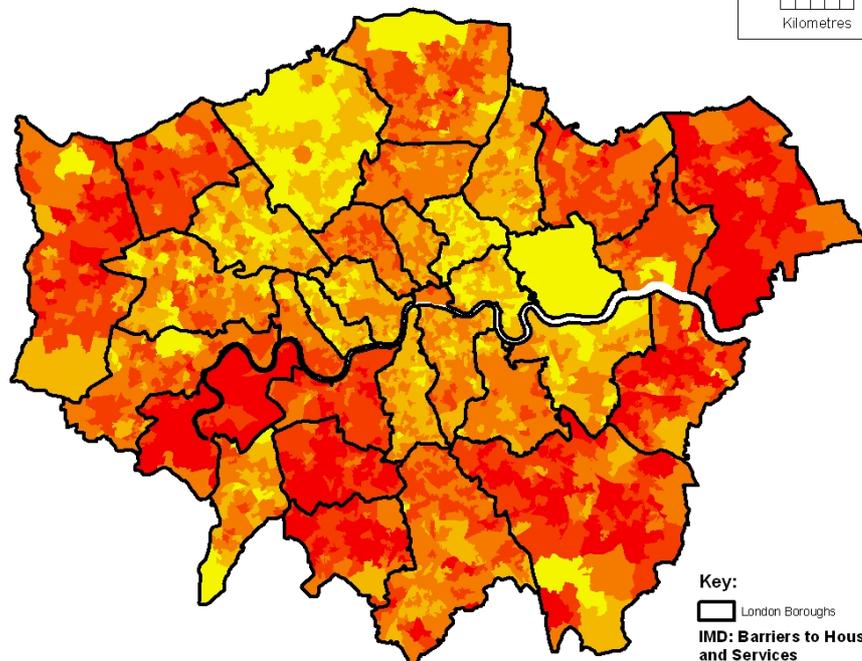
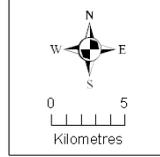
IMD: Income



SOURCE: Reproduced from Ordnance Survey digital map data.
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 2008 License number 0100031873.
 PROJECTION: British National Grid

File: 005201May/TransStat_CO_BPMAPS\IMD_Income.mxd

IMD: Barriers to Housing and Services



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 2008 License number 0100031873.
 PROJECTION: British National Grid

File: 005201May/TransStat_CO_BPMAPS\IMD_Barriers.mxd



Expected trend in absence of strategy:

- Increased life expectancy at birth.
- Increased incidence of respiratory diseases.
- Increased percentage of people being obese.
- Increase incidence in diseases such as obesity, diabetes etc.

Issues:

- Quality of life – enhancing urban realm and quality of experience
- Social capital⁸ and community severance (also related to accessibility)
- Health inequalities and factors exacerbating these
- Physical access to health care facilities (Note that the NHS reconfiguration programme is in progress which could cause some journey times to shorten and some to lengthen)
- Use of walking and cycling
- Social and physical health inequalities
- Issues of environmental 'pollution' such as noise pollution, caused by construction and operation
- Ill health from stress induced by traffic noise
- Ill health from air pollutant emissions from traffic, congestion
- Quality of travelling (and working) experience
- Adapting to climate change
- Impact of traffic congestion on emergency service responses

Opportunities:

- Enhanced health and wellbeing for travellers, staff etc
- Integrated transport land use planning of NHS facilities
- Increasing levels of physical activity through walking and cycling (flip side is that there is a potential for increasing exposure to pedestrian and cyclist accidents)
- Use of transport system including pavements to access leisure / green spaces / urban realm etc
- Information on transport (whole journey experience)
- Strengthening partnership delivery approach
- Health promotion and education/awareness
- See Economic Progress and accessibility
- Improving physical environment e.g. improved air quality

⁸ Connections within and between social networks as well as connections among individuals

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LHO http://www.lho.org.uk/Download/Public/9319/1/Indicator_8.1.xls#Table 5 - Sep 2007!A1

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<http://www.neighbourhood.statistics.gov.uk/dissemination/LeadHome.do;jessionid=ac1f930dce654b165958e5e4c1abc249009e00cfd4?m=0&s=1231766452832&enc=1&nsjs=true&nsck=true&nssvg=false&nswid=1260>

IMD Data (2007)

<http://www.communities.gov.uk/communities/neighbourhoodrenewal/deprivation/deprivation07/>

7 Safety and Security

Subject: Safety and Security

Baseline Characteristics:

Recorded crime statistics provide a measure of criminal activity, but it is individual perception of the risk of encountering crime or other anti-social behaviour than influences travel choices.

Crime:

- In 2005/2006 the rate of recorded crime was nearly 30% higher in London than in the rest of England and Wales (ONS 2007).



- In 2005/2006 per 100,000 of the population of London there were (ONS 2007):
 - 2,668 violent crimes against the person (1,971 on average in England and Wales)
 - 139 sexual offences (115 on average in England and Wales)
 - 1,398 burglaries (1,214 on average in England and Wales)
 - 610 robberies (181 on average in England and Wales)
 - 5,451 thefts/handling stolen goods (3,733 on average in England and Wales)
 - 1,858 thefts from vehicles (1,351 on average in England and Wales)
 - 1,651 criminal damages (2,209 on average in England and Wales)
 - 726 drugs and other offences (471 on average in England and Wales)

Perception of Crime:

- In 2005/2006 the following percentage of Londoners felt insecure about (ONS 2007):
 - Burglary – 16%
 - Mugging – 14%
 - Theft of car – 17%
 - Theft from car – 16%
 - Rape – 7%
 - Those aged 16-59 walking alone at night – 4%
 - Those aged over 60 walking alone at night – 12%

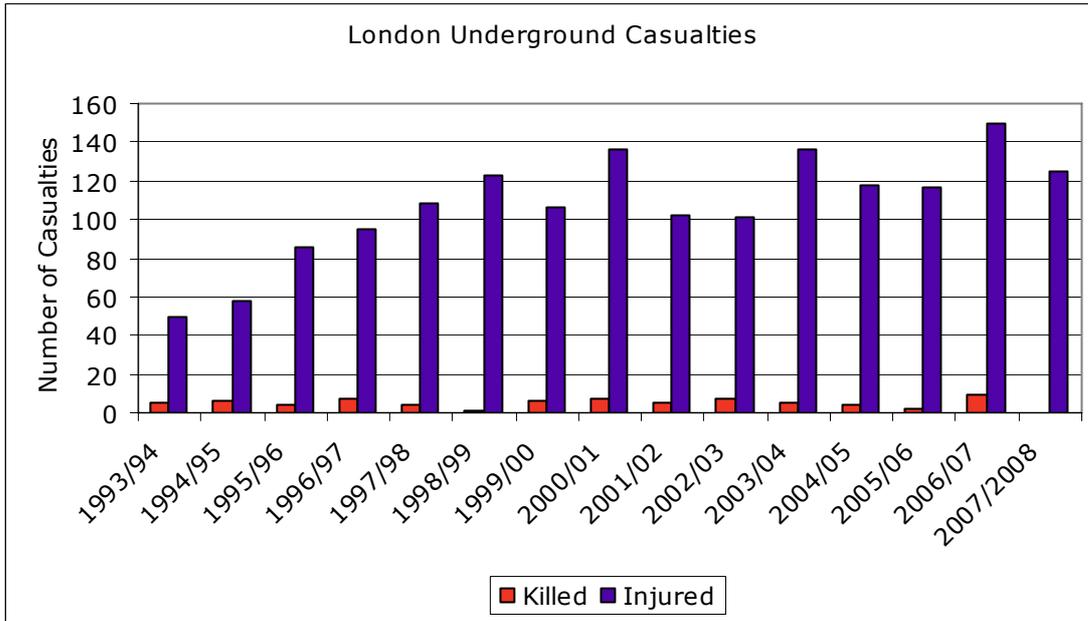
Policing:

TfL funds over 700 uniformed staff on the London Underground and Docklands Light Railway, and over 100 uniformed staff on the overground network (GLA 2008). These include Passenger Service Agents and Travel Safe Officers (TSOs) who travel on trains and patrol stations at night.

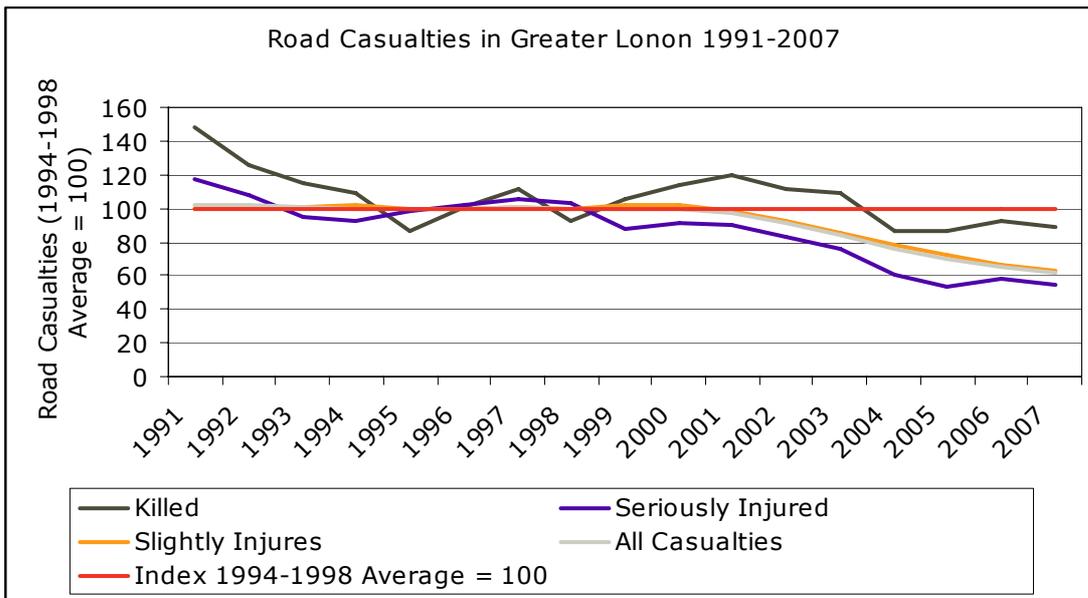
Safety:

- There were 29,831 road casualties on London's roads in 2006 (3,947 killed or seriously injured) (DfT 2007).
- There were 2,222 child road casualties in 2006 (389 killed or seriously injured) (DfT 2007).
- In 2007/2008 there were 125 casualties on the London Underground (no fatal accidents) (TfL 2009).

Figures / Tables

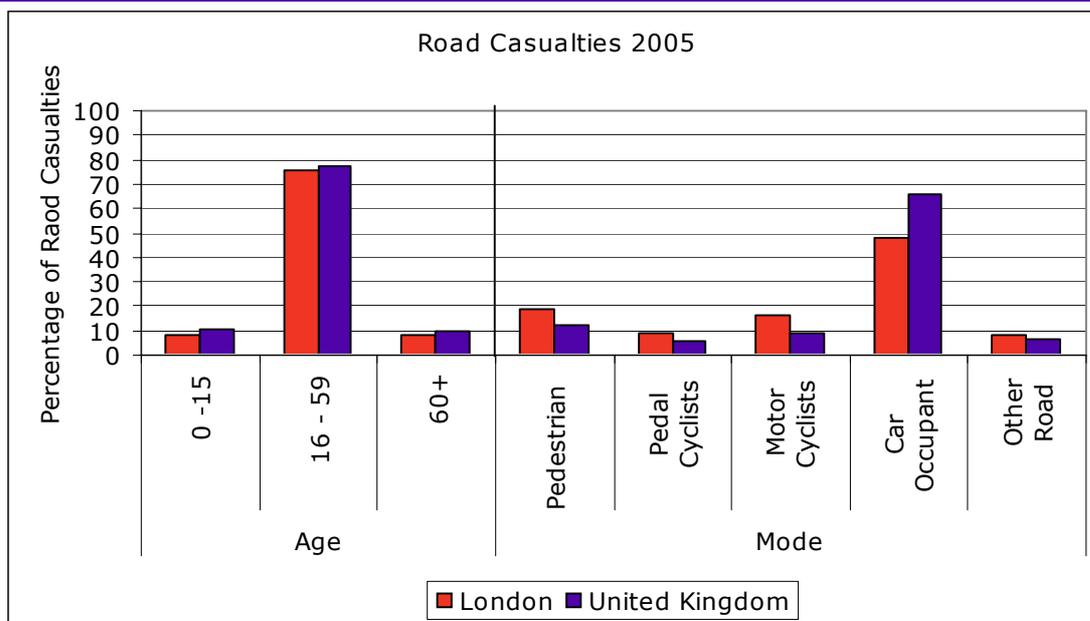


Modified from TfL London Travel Report 2008



Modified from TfL London Travel Report 2008





Modified from Focus on London (ONS, 2007)

Expected trend in absence of strategy:

- Continued increase in LU casualties
- Increase in road casualties
- Increase in crime on public transport

Issues:

- Accidents and casualties on all transport modes including road safety (users, non-users and staff)
- Tackling crime and fear of crime, signal crime (vandalism) and anti-social behaviour
- Perceptions of personal security (i.e. perception is worse than reality?), in particular, for target groups such as women, LGBT and BAME groups?
- Contingency planning and preparedness for major incidents

Opportunities:

- Investment in existing and new infrastructure, and vehicles, can build in accident prevention designs and crime prevention measures
- Improved co-operation with key stakeholders such as emergency stakeholders and boroughs can help develop shared responsibility for safety and security
- Addressing the whole journey, noting 'door to door' perspective where walk to and from front door may be perceived as the most insecure
- Designing out crime – urban realm and infrastructure, addressing door-to-door journeys



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- ONS (2007) – Focus on London <http://www.statistics.gov.uk/focuson/london/>
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8 Climate Change

Subject: Climate Change

Baseline Characteristics:

Greenhouse gas (GHG) emissions affect global warming and climate change. Carbon Dioxide (CO₂) is the largest and most important component of GHG with respect to climate change, being highly dependant on human use of fossil fuels.

CO₂ Emissions:

- London produces 8 per cent of the UK's total CO₂ emissions (Mayor of London 2007).
- Ground-based transport is responsible for 22 percent of London's total CO₂ emissions (excluding aviation) (see figure *CO₂ Emissions from London 2006 (excluding Aviation)*) (Mayor of London 2007).
- Based on 2006 figures of ground-based transport emissions in London, car and motorcycles trips are responsible for 49 per cent, road freight 23 per cent, National Rail 4 per cent, Underground 4 per cent, Taxi and Private Hire Vehicles 4 per cent, Buses 5 per cent, and landing, taking off and taxiing aircraft 11 per cent (see figure *CO₂ Emissions from Transport in London during 2006 by Mode*) (Mayor of London 2007).
- The principal TfL sources of CO₂ are the London bus and London Underground networks – in roughly equal measure and each emitting over 0.6 million tonnes of CO₂ per year. The next most significant sources are taxis and private hire vehicles – each responsible for about 0.3 million tonnes of CO₂ per year (see figure *Carbon dioxide emissions (tonnes) from transport-related sources under direct TfL control, 2007/08*) (TfL, 2009)
- Car-based modes typically emit up to twice the CO₂ per passenger kilometre as the public transport modes. Particularly notable are the values for domestic aviation – comparable per passenger kilometre to those from cars, but involving typically much higher distances (see Figure *Comparative emissions of carbon dioxide by mode of transport, 2007/08*) (TfL, 2009)
- Per capita, CO₂ emissions associated with transport in London are 45 per cent lower than the UK average (Mayor of London 2008).

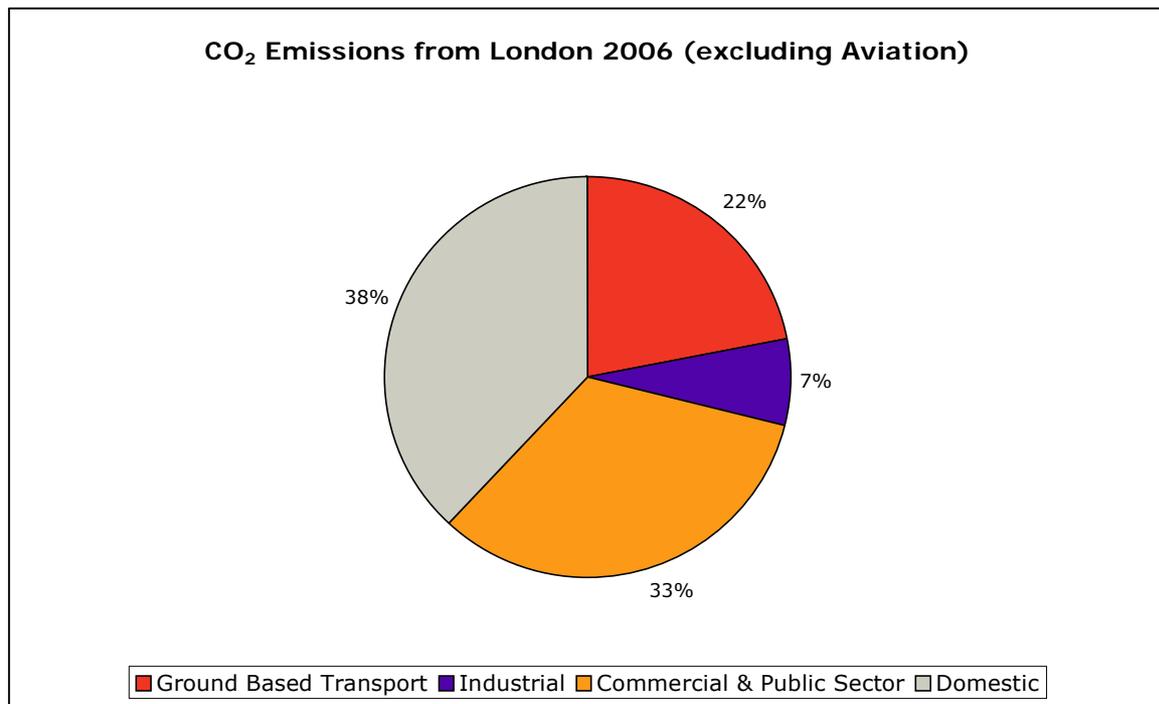


- The Central London Congestion Charge has been in place since 2003. When the charge was introduced it led to a reduction of carbon emissions by 16 per cent within this zone, compared to pre-charging levels (Mayor of London 2007).
- A total of 27 million individual trips are made within London each day, leading to emissions of approximately 9.6 million tonnes of CO₂ per year (Mayor of London 2007).
- In London, the average car emits 178g of CO₂ per kilometre (Mayor of London 2007).

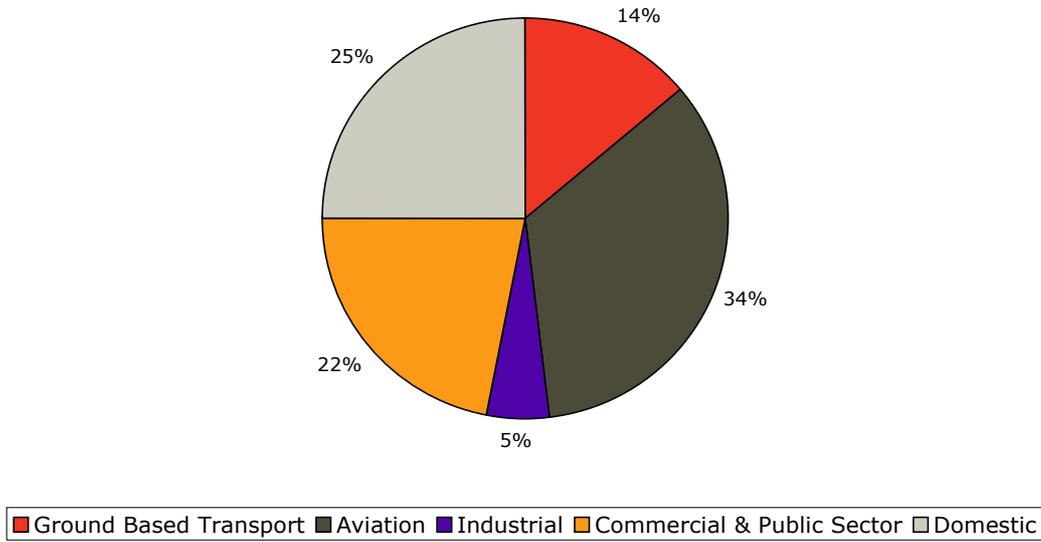
Future Trends:

- In order for London to limit its CO₂ emissions to 600 million tonnes between 2007 and 2025 London must reduce all CO₂ emissions by 4 per cent per annum (Mayor of London 2007).
- The projected economic and population growth forecasted for London will increase all of London's emissions by 15 percent, from 44 million tonnes of CO₂ to 51 million tonnes per year by 2025 (excluding aviation emissions) (Mayor of London 2007).
- By 2050, ambient air temperatures in London are expected to increase by 1.0 to 2.0°C in winter and 2.0 to 3.5°C in summer (London Climate Change Partnership 2005).

Figures / Tables



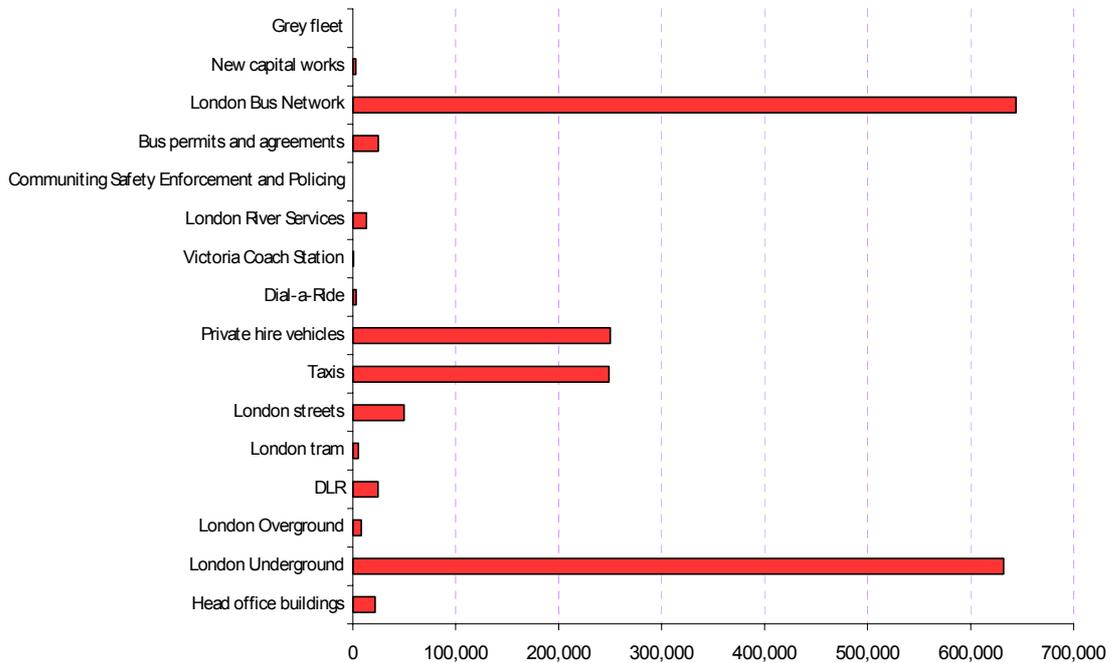
CO₂ Emissions from London 2006 (including Aviation)



Modified from Climate Change Action Plan (Mayor of London) sourced from London Energy and CO₂ Emissions Inventory (LECI) (GLA)

Note: 2006 figures are based on latest available LECI data (for 2003) projected to 2006 based on projections for each sector.

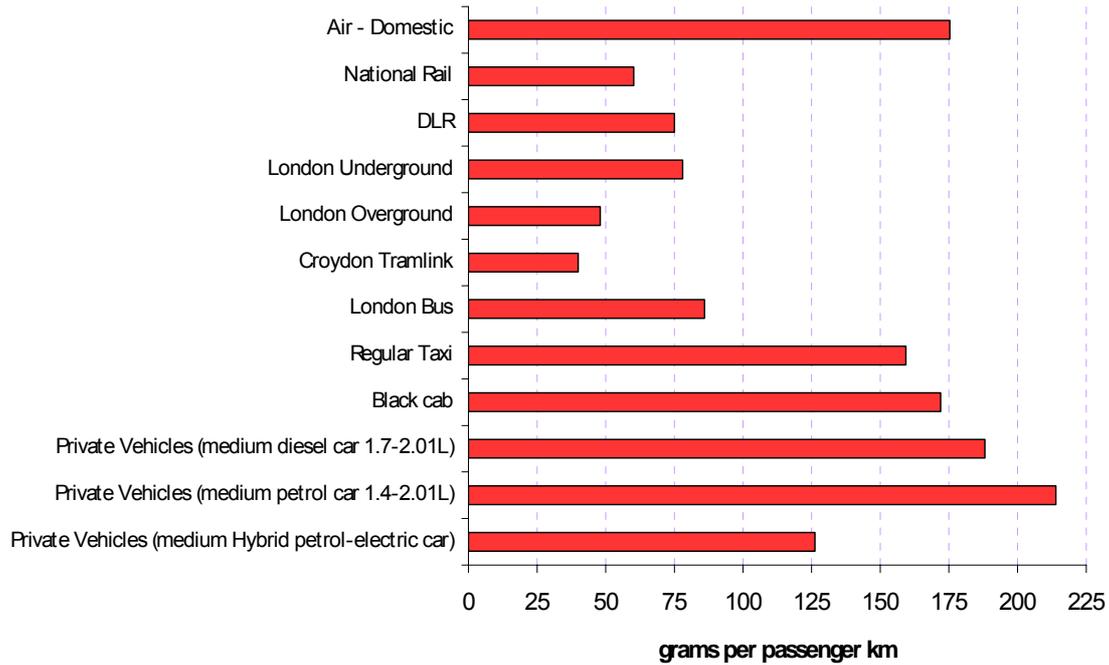
Carbon dioxide emissions from TfL by mode 2007/2008



Modified from TfL London Travel Report 2008



Carbon dioxide emissions per passenger kilometre by mode 2007/2008



Modified from TfL Travel Report 2008

Expected trend in absence of strategy:

- Without intervention, car kilometres could increase by 8 per cent and freight traffic will increase by 30 per cent by 2025, and without significant reductions in the CO₂ emissions from new vehicles, annual CO₂ emissions from ground-based transport could increase by 25 per cent (Mayor of London 2007).
- Climate change will result in various impacts (increase the probability of flooding, increase the frequency of heatwaves, and reduce water availability), which could significantly affect transport in London
- Future growth of London will increase the pressure on the public transport network and could result in an increase in emissions if CO₂ reduction measures are not implemented

Issues:

- GHG emissions: CO₂ and Nitrous Oxide
- Making better use of resources and facilities; stock management
- Car dependency
- Freight transport (including management of buildings, staff, fleets)
- Energy sources and efficiency

- Security of supply of energy
- Tackling congestion
- Adaptation measures to mitigate impacts from climate change (e.g. flood risk, hotter temperatures etc) on transport network and services

Opportunities:

- Reduce carbon emissions from travel
- Promote more sustainable patterns of travel and increase modal share of 'greener' transport options
- Sustainable transport planning and changing people's travel patterns to reduce their sustainability footprint
- Use of communication to produce more sustainable outcomes (e.g. smarter travel)
- Efficiency of transport provision
- Adapted service facilitating greater access
- 'Making better use of' what we have
- Use of renewable energy in existing and new transport infrastructure and facilities; development of Environmental Technology Sector
- Low carbon fuel and technology
- Smarter driving, better planning, technological developments e.g. low-emission vehicles
- Transport providers' buildings, staff and fleet management
- Procurement
- A public transport service that can still run under different climatic conditions
- Reduce the need to travel / travel shorter distances

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9 Physical, Historic, Archaeological and Socio-cultural environment and Public Realm

Subject: Physical, Historic, Archaeological and Socio-cultural environment and Public Realm

Baseline Characteristics:

Population

- London's population, which was estimated to be 7.57 in 2006, is expected to increase to 8.19 by 2016 and could reach 8.71 by 2026 (Mayor of London 2008a) (see figure *Population Projection 000s*).
- London's population is an ethnically diverse population, with 42 per cent belonging to ethnic minorities. Approximately 18 per cent of the population of London is under the age of 18 and 22 per cent are aged over 60 years old (Mayor of London 2008b).
- In the past 20 years 546,000 jobs have been created in the financial and business services while 292,000 jobs have been lost from manufacturing (Mayor of London 2008a).
- The GLA London Household Survey 2003 found that road traffic noise was of more concern to the population than any other noise source, 13 per cent indicated that noise from road traffic in their locality was a 'serious problem' (Mayor of London 2004).
- In the majority of cases, the main sources of transport-related noise perceived by respondents as being annoying are cars and motorcycles. Approximately 21% of respondents indicated that they are bothered by noise from cars and motorcycles (Ipsos MORI 2007).
- See also *2 Sustainable and Efficient Economy* and *3 Equality*

Health and Wellbeing

- See *4 Health and Wellbeing*

Flora & Fauna

- Within or partially within the Greater London Area are the Epping Forest Special Area of Conservation (SAC), LEE Valley Special Protection Area (SPA)/Ramsar site, Richmond Park SAC, South West London Waterbodies SPA/Ramsar and Wimbledon Common SAC (Natural England 2008).
- Just outside the Greater London Area are the Burnham Beeches SAC, Mole Gap to Reigate Escarpment SAC, North Down Woodland SAC, Thames Basin Heaths SPA, Thames Estuary and Marshes SPA/Ramsar, Windsor Forest and Great Park SAC and Wormley-Hoddesdonpark Woods SAC (Natural England 2008).
- Throughout the Greater London Area there over 1,400 wildlife sites that have been classified as Sites of Importance for Nature Conservation, including Hampstead Heath, the Thames, Richmond Park as well as other small parks, commons and churchyards. Approximately 140 of these sites have been designated as Sites of Metropolitan Importance, about 780 have been designated as Sites of Borough Importance and roughly 460 sites have been designated as Sites of Local Importance (Mayor of London – Wildweb [<http://wildweb.london.gov.uk/wildweb/About.do>] accessed 17/12/2008).



- London contains approximately 7,000 hectares of woodland, covering approximately 4.6 per cent of the total land area, a third of which is classified as 'ancient forest' i.e. has been continuously forested since at least 1600AD (Mayor of London 2002).

Soil

- Within London approximately 14,000 hectares are dedicated to agriculture, with the Lea Valley including the largest area of horticulture and allotments cover approximately 830 hectares (DEFRA 2005).
- In London, previously developed land (brownfield land) forms 3.0 per cent of the developed area (Department of Communities and Local Government 2008).

Water

Transport networks and their use can lead to polluted run-off entering water courses. The potential for this is greatly reduced with appropriate drainage arrangements in place (e.g. oil interceptors and sustainable urban drainage systems)

- Between 2002 and 2007 the percentage length of surface water within the Thames region that has been rated as being of good or better chemical quality has decreased from 80.5 per cent to 76.2 per cent (Environment Agency 2007) (see figure *Percentage length of surface water courses that have been rated as Good or Better within the Thames Region*)
- Between 2002 and 2007 the percentage length of surface water within the Thames region that has been rated as being of good or better biological quality has decreased from 75.7 per cent to 64.5 per cent (Environment Agency 2007) (see figure *Percentage length of surface water courses that have been rated as Good or Better within the Thames Region*)

Air

- Levels of harmful local atmospheric pollutants have fallen in recent years, partly reflecting the introduction of newer, cleaner road vehicles. However, London's air quality (particularly in inner London) is the worst in the UK, and continues to breach National and European Union health-based air quality objectives (TfL 2009)
- The National Air Quality Strategy has a health-based objective for PM₁₀ of 50µgm⁻³, measured as a daily mean not to be exceeded on more than 35 days per year, applicable from the end of 2005. This is also the European Union limit value. Some locations, particularly in central and inner London in close proximity to major roads, still exceed this objective, and the trend since year 2000 has been somewhat variable (TfL 2009)
- The National Air Quality Strategy stipulates an annual mean NO₂ objective of 40µgm⁻³. The annual mean NO₂ objective has been exceeded consistently at both inner London background and roadside sites, while at outer London background sites the annual mean NO₂ objective has been achieved since 1998. Whilst it is possible to discern a slow longrun trend towards reduced NO₂ concentrations, these have not reduced as far or as fast as would have been expected, given substantial reductions to emissions of nitrogen oxide (NOX) over the same period. This is thought to be primarily due to increased 'direct' emissions of NO₂ from diesel engined vehicles, whereas most NO₂ arises from chemical conversion of NOX in the atmosphere. As with PM₁₀, continued exceedences of air quality objectives for NO₂ remain an area of some concern (TfL, 2009).



- In 2004, approximately 69 per cent of PM₁₀ emissions and 42 per cent of NO_x emissions within Greater London were from road transport (London Atmospheric Emissions Inventory for 2004, Greater London Authority)

- The UK Air Quality Strategy (AQS) has an Objective of 100 µgm⁻³ for O₃, measured as a rolling 8 hour mean, which should not be exceeded on more than 10 days per year. During the year ended June 2006 11 sites exceeded the Objective (all with the exception of City of London 1). The majority of outer London sites measured over 20 days rolling 8 hour mean O₃ greater than 100 µgm⁻³ (London Air Quality Network, Air Quality In London 2005 and mid 2006). It should be noted that O₃ is suppressed by NO scavenging in urban areas in particular.

- Air pollution is currently estimated to reduce the life expectancy of every person in the UK by an average of 7-8 months (Defra, 2007)

Climate Change Factors

- London produces 8 per cent of the UK's total CO₂ emissions (Mayor of London 2007).

- Ground-based transport is responsible for 22 per cent of London's total CO₂ emissions (excluding aviation) (Mayor of London 2007).

Material Assets

- Within the Greater London Area there are 13,600km of road infrastructure, 3,730km of bus routes, 329km of Tube lines, 28km of new tramways and 788km of national rail lines (Mayor of London [www.london.gov.uk/london-life/transport-and-travel/] accessed 12/12/2008).

- See Efficient Economic Progress

Cultural Heritage, including architectural and archaeological heritage, and Landscape

- Within London there are four separate World Heritage sites; the Tower of London; the historic settlement of Greenwich; the Royal Botanic Gardens; and the site consisting of the Palace of Westminster, Westminster Abbey and St. Margaret's Church (UNESCO World Heritage List [whc.unesco.org/en/list] accessed 11/12/2008).

- Throughout London there are 18,106 individual Listed Buildings and 510 areas registered as containing Listed Buildings (English Heritage 2008).

- There are 165 Scheduled Ancient Monuments within the Greater London Area (English Heritage 2008).

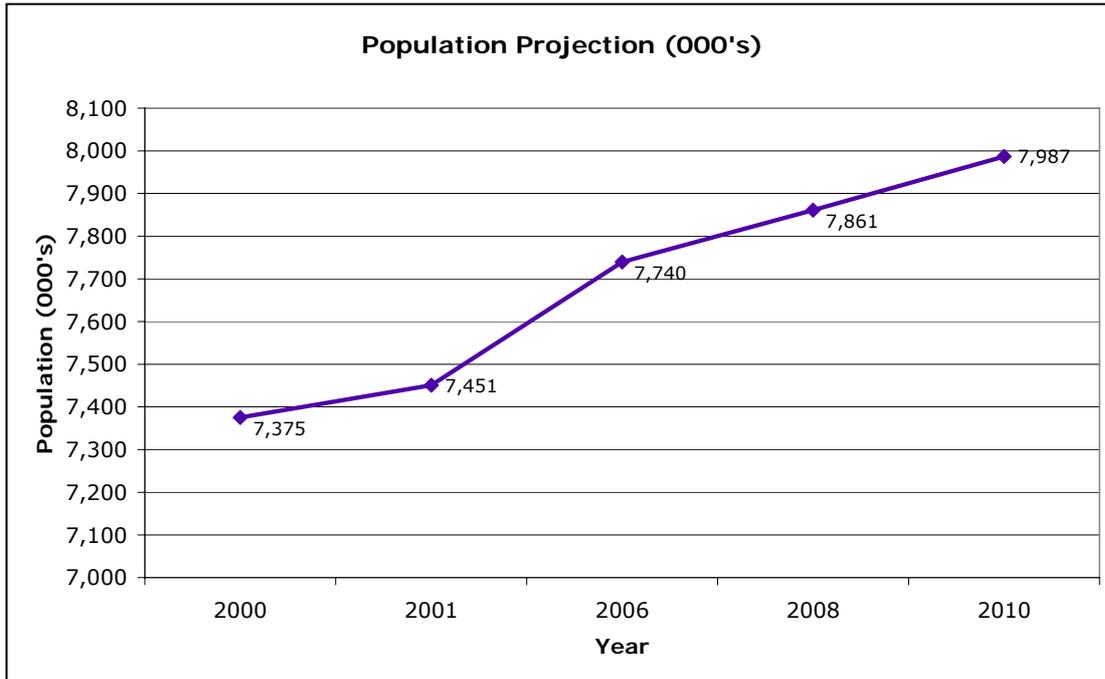
- There are approximately 600 squares in London, of which 461 are protected under the London Squares Preservation Act 1931 (English Heritage 2000).

- There are 150 separate Registered Parks and Gardens of special interest (English Heritage 2008).

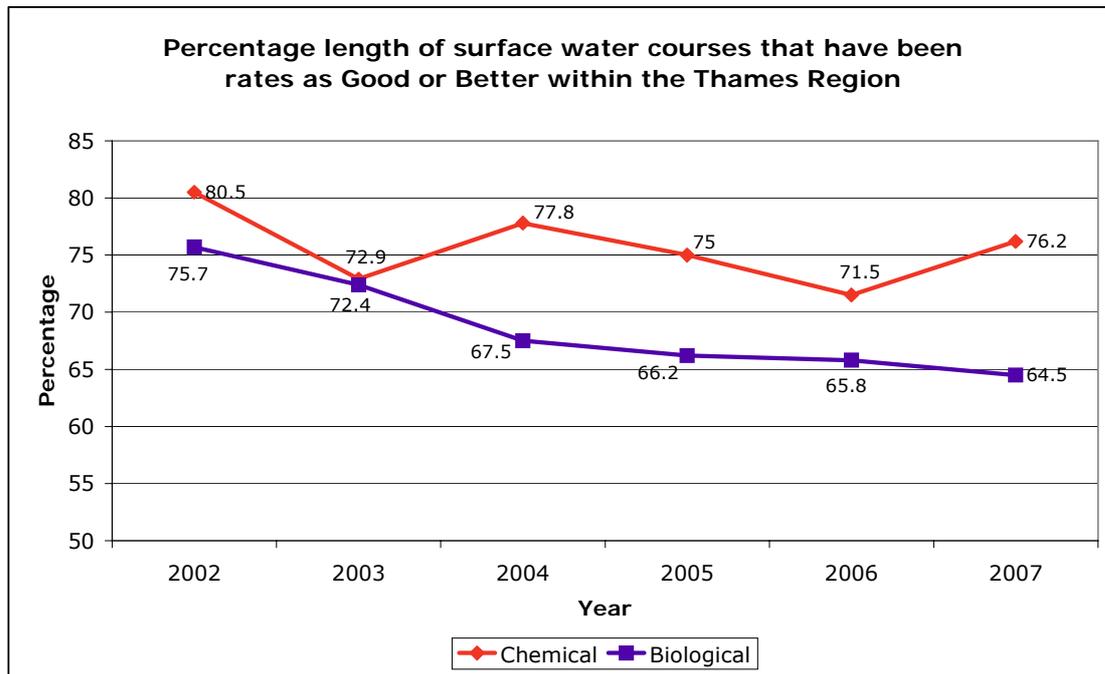
- London's heritage value is also reflected in the presence of numerous Conservation Areas, local authority Archaeological Protection Areas and locally listed buildings. It should be noted that there are many buildings and areas which are not designated which also make an important contribution to London's heritage.



Figures / Tables



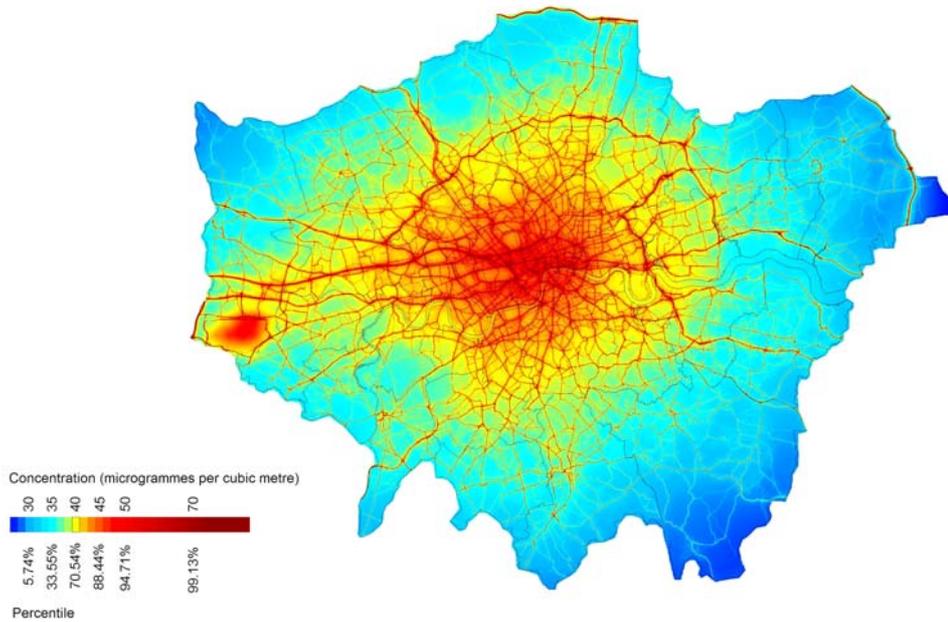
Modified from Office of National Statistics, Subnational Population Projections
[\[www.statistics.gov.uk/STATBASE/xsdataset.asp\]](http://www.statistics.gov.uk/STATBASE/xsdataset.asp) accessed 12/12/08



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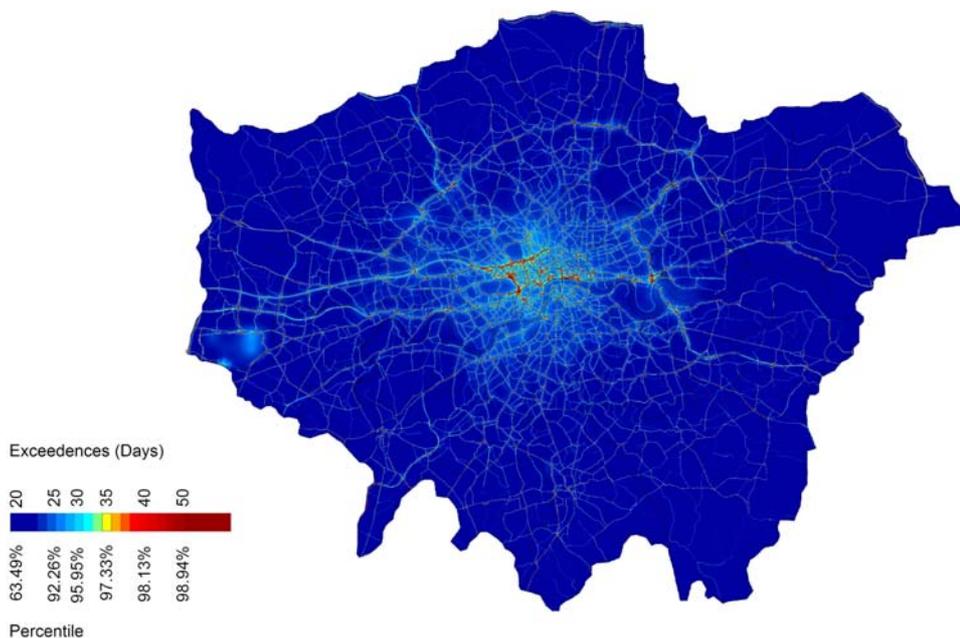
Modelled 2004 Annual Mean NO₂ Concentration (microgrammes per cubic metre), based on 2003 Meteorology and the LAEI 2004



Transport for London (unpublished)

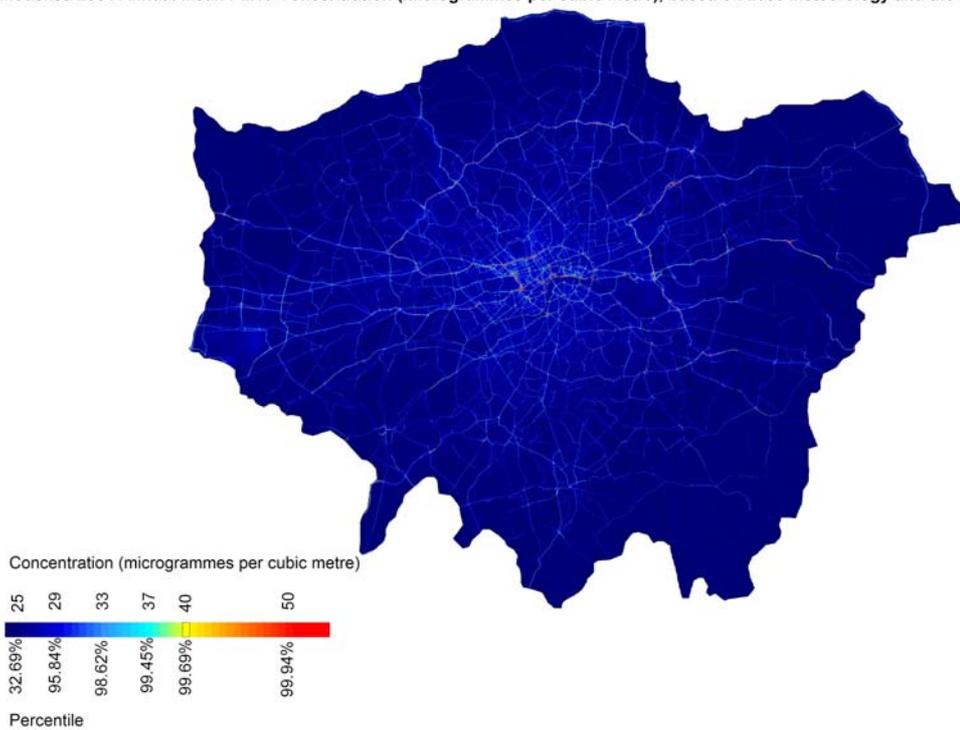
(Defra's Local Air Quality management Technical Guidance states that authorities can assume that exceedences of the 1-hour mean objective for NO₂ are only likely to occur where annual mean concentrations are 60 µg/m³ or above).

Modelled 2004 Annual Mean PM10 Exceedences (days), based on 2003 Meteorology and the LAEI 2004



Transport for London (unpublished)

Modelled 2004 Annual Mean PM10 Concentration (microgrammes per cubic metre), based on 2003 Meteorology and the LAEI 2004

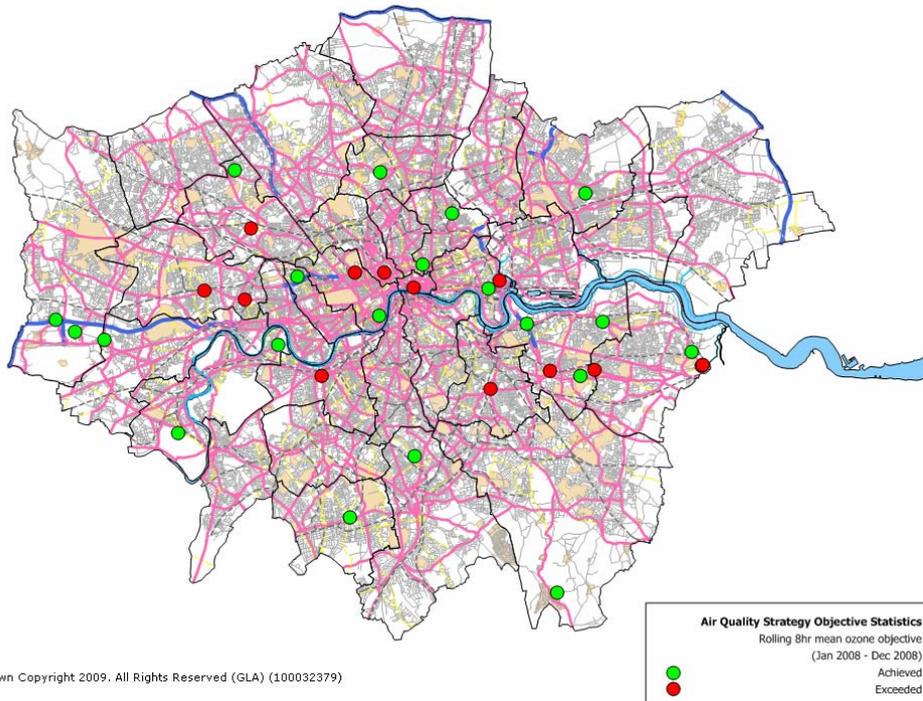


Transport for London (unpublished)



AQS Ozone Objective for rolling 8 hour mean concentration of ozone

Jan 2008 - Dec 2008



Data extracted from www.londonair.org.uk [accessed 16th April 2009]

Expected trend in absence of strategy:

- Increased traffic growth and congestion and environmental pressure from the physical presence of traffic and traffic noise and air pollutant emissions
- Increased traffic and congestion will result in lower levels of human health, biodiversity, air quality, water quality, soil quality
- There will be increased pressure on landscapes and the built heritage in order to accommodate higher levels of traffic
- There will be an increase in CO₂ emissions and noise levels
- Reduced amenity of areas important for their built heritage, green space and ecology, and cultural heritage
- Potential for improved public realm through committed schemes such as Crossrail
- Local air pollution levels will increase
- The Government and EU air quality targets are not currently being met in London

Issues:

- The impact of physical planning and operation of transport services on physical environment, biodiversity, greenscape, trees etc
- The effect of traffic on streetscape, historic and cultural environment and public realm
- Transport facilities and role in design of built environment; noting issue of interchanges
- Annoyance and anxiety stemming from noise pollution/climate
- The impact of varied forms of transport on the street environment
- The impact of changes in working patterns (such as home working) and broadly the 'need to travel'

Opportunities:

- Noting inter-relationship with opportunities listed above under 'Climate Change' smarter travel options including walkable developments / "grouping trip generators"
- In context of construction, design and operation: resource efficiency, reduce waste and improve recycling facilities
- The potential for reduced presence of traffic and the associated benefits which this can bring
- The potential for improved air quality and reduced traffic noise and the associated benefits which this can bring
- Enhancements to improved amenity, green spaces, and more broadly, e.g. through tree planting and associated measures
- Improved interchanges and the opportunities this brings for enhanced communication and accessibility
- Incorporating 're-cycling on-the-go'
- Working with the Boroughs and wider stakeholders to develop the public realm

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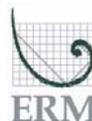
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Appendix B – Baseline Data for HRA Screening

1 Introduction

As outlined within the body of the Report, in order to ensure that the MTS will have no adverse effects on biodiversity sites of European level importance, an Appropriate Assessment screening exercise will be undertaken in accordance with the requirements of the Habitats Regulations. This will specifically consider whether there is a potential for the MTS to adversely affect the integrity of the nature conservation objectives of Natura 2000 sites.

The following comprises the initial baseline data gathering used to inform the Screening exercise. It should be noted that this data represents only the first stage in the screening exercise and will be updated as and where appropriate as the screening continues, in conjunction with Natural England.

2 Natura 2000 Sites

The analysis identified all Natura 2000 and Ramsar sites within the GLA and within a wider area of 10 km, as per the relevant guidance. To define the search area, a circular zone was drawn around the GLA boundary which extended 10 km from the farthest reaching part of the GLA area. Therefore, the search extended for a minimum of 10 km and beyond this in some areas.

Twelve Natura 2000 and/ or Ramsar sites were identified, as detailed in Table 1 below. Five of these sites fall within, or partially within, the GLA area, with the majority situated outside the area. Table 1 details the baseline situation within each of each of these sites: their location, size, qualifying features, current site management, vulnerabilities and conservation objectives (the key aims established for the protection and enhancement of these sites).



Table 1 Baseline Interest of Natura 2000 Sites within, or within a minimum of 10 km of, the Greater London Authority boundary

Natura 2000 Site	Location	Qualifying Interest	Site Management and Vulnerabilities	Conservation Objectives (COs)
Burnham Beeches SAC (382.76 ha)	Outside GLA boundary – approx 9 km to the west	<i>Annex I</i> habitats that are a primary reason for selection of this site: Atlantic acidophilous beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the shrub layer (<i>Quercion robori-petraeae</i> or <i>Ilici-Fagenion</i>)	The majority of the SAC is in sympathetic ownership and managed for the benefit of nature conservation. Measures are in place to reduce possible damaging influences from adjacent mineral workings, such as dust and hydrological changes. Ambient levels of sulphur and nitrogen oxides in the Burnham Beeches area may indicate that Environment Agency criteria levels for sensitive vegetation are being exceeded. This is under active investigation. The condition of the underlying SSSI's is currently ⁽⁹⁾ classed as: 63% favourable and 37% unfavourable but recovering.	The draft COs for this site are, subject to natural change, to maintain the following habitats in favourable condition: <ul style="list-style-type: none"> lowland mixed broadleaf woodland with particular reference to the qualifying interests for which the land is designated (see left).
Epping Forest SAC (1604.95 ha)	Partially within GLA boundary	<i>Annex I</i> habitats that are a primary reason for selection of this site: Atlantic acidophilous beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the	Pollarding of ancient beech trees was reintroduced in the early 1990s to help counteract and reverse declines in the forest's epiphytic bryophyte population.	The draft COs for this site are, subject to natural change, to maintain the following habitats in favourable

(9) Data compiled from Natural England website, summary of condition assessments as of November 2008. <http://www.english-nature.org.uk>



Natura 2000 Site	Location	Qualifying Interest	Site Management and Vulnerabilities	Conservation Objectives (COs)
		<p>shrub layer (<i>Quercion robori-petraeae</i> or <i>Ilici-Fagenion</i>)</p> <p><i>Annex I</i> habitats present as a qualifying feature, but not a primary reason for selection of this site:</p> <p>Northern Atlantic wet heaths with <i>Erica tetralix</i></p> <p>European dry heaths</p> <p><i>Annex II</i> species that are a primary reason for selection of this site:</p> <p><i>Lucanus cervus</i> (stag beetle)</p>	<p>Atmospheric pollutants have also historically contributed to epiphytic bryophyte loss (pollution from acid rain), with some recovery since the passing of the 1956 Clean Air Act and subsequent reduction in atmospheric pollutants.</p> <p>The forest is managed (e.g. leaving felled timber on ground) to increase habitat for stag beetle and other saproxylic insects.</p> <p>The condition of the underlying SSSI's is currently classed as: 30% favourable, 34% unfavourable but recovering, 28% unfavourable with no change and 8% unfavourable and declining.</p>	<p>condition:</p> <ul style="list-style-type: none"> • Lowland wood pastures and parkland • Broadleaved, mixed and yew woodland • Dwarf shrub heath • Acid grassland • Neutral grassland • Standing open water and canals • Fen, marsh and swamp <p>with particular reference to the qualifying interests for which the land is designated (see left).</p>
<p>Lee Valley SPA / Ramsar</p> <p>(447.87 ha)</p>	<p>Partially within GLA boundary</p>	<p>SPA:</p> <p>This site qualifies under <i>Article 4.1</i> of the Directive (79/409/EEC) by supporting populations of European importance of the following species listed on <i>Annex I</i> of the Directive:</p> <p>Over winter:</p> <p><i>Botaurus stellaris</i> (bittern)</p>	<p>Lee Valley is affected by eutrophic water quality, which is being addressed via AMP3 funding under the Urban Waste Water Treatment Directive.</p> <p>The other main threat is that of human recreational pressure, which is regulated through zoning of water bodies within the Lee Valley Regional Park.</p>	<p>The draft COs for this site are, subject to natural change, to maintain the following habitats in favourable condition:</p> <ul style="list-style-type: none"> • Standing open water and canals (includes marginal habitats)



Natura 2000 Site	Location	Qualifying Interest	Site Management and Vulnerabilities	Conservation Objectives (COs)
		<p>This site also qualifies under <i>Article 4.2</i> of the Directive (79/409/EEC) by supporting populations of European importance of the following migratory species:</p> <p>Over winter:</p> <p><i>Anas strepera</i> (gadwall)</p> <p><i>Anas clypeata</i> (shoveler)</p> <p>Ramsar:</p> <p>The site also qualifies as a Ramsar Wetland of International Importance under the following criteria:</p> <p><u>Criterion 2:</u> The site supports the nationally scarce plant species <i>Myriophyllum verticillatum</i> (whorled water-milfoil) and the rare or vulnerable invertebrate <i>Micronecta minutissima</i> (a water-boatman).</p> <p><u>Criterion 6:</u> The site supports species/populations occurring at levels of international importance:</p> <p><i>Anas clypeata</i> (shoveler)</p> <p><i>Anas strepera</i> (gadwall)</p>	<p>Over-extraction of surface waters for public supply is a potential problem, particularly during periods of drought.</p> <p>The condition of the underlying SSSI's is currently classed as: 100% unfavourable but recovering for Walthamstow Reservoirs (which is within the GLA boundary) and 100% favourable for Amwell Quarry, Rye Meads and Turnford and Cheshunt Pits which are outside Greater London.</p>	<ul style="list-style-type: none"> • Fen, marsh and swamp • Lowland neutral grassland <p>with particular reference to the qualifying interests for which the land is designated (see left).</p>



Natura 2000 Site	Location	Qualifying Interest	Site Management and Vulnerabilities	Conservation Objectives (COs)
Mole Gap to Reigate Escarpment SAC (887.68 ha)	Outside GLA boundary – approx 6 km to the south	<p><i>Annex I</i> habitats that are a primary reason for selection of this site:</p> <p>Stable xerothermophilous formations with <i>Buxus sempervirens</i> on rock slopes (<i>Berberidion</i> p.p.)</p> <p>Semi-natural dry grasslands and scrubland facies: on calcareous substrates (<i>Festuco-Brometalia</i>)</p> <p>Semi-natural dry grasslands and scrubland facies: on calcareous substrates (<i>Festuco-Brometalia</i>) (important orchid sites)</p> <p><i>Taxus baccata</i> woods of the British Isles</p> <p><i>Annex I</i> habitats present as a qualifying feature, but not a primary reason for selection of this site:</p> <p>European dry heaths</p> <p><i>Asperulo-Fagetum</i> beech forests</p> <p><i>Annex II</i> species present as a qualifying feature, but not a primary reason for site selection:</p> <p><i>Triturus cristatus</i> (great crested newt)</p> <p><i>Myotis bechsteinii</i> (Bechstein`s bat)</p>	<p>High recreational pressure requires management and monitoring.</p> <p>The majority of the site is owned by local authorities and conservation trusts. Where parts of the sites are in private ownership, they suffer from neglect and a lack of appropriate grazing.</p> <p>Bechstein's bats use the site throughout the year, as a winter hibernacula, autumn 'swarming' site, and as feeding habitat. Natural England is working with local bat surveyors to locate maternity roosts, and to gain a better understanding of the movements and requirements of bats on this site.</p> <p>The condition of the underlying SSSI's is currently classed as: 41% favourable, 58% unfavourable but recovering and 1% unfavourable with no change.</p>	<p>The draft COs for this site are, subject to natural change, to maintain the following habitats and geological sites in favourable condition:</p> <ul style="list-style-type: none"> • Broadleaved, mixed and yew woodlands • Calcareous grassland • Dwarf scrub heath • Static (fossil) geomorphological features <p>with particular reference to the qualifying interests for which the land is designated (see left).</p>



Natura 2000 Site	Location	Qualifying Interest	Site Management and Vulnerabilities	Conservation Objectives (COs)
<p>North Down Woodlands SAC</p> <p>(287.58 ha)</p>	<p>Outside GLA boundary – approx 17 km to the southeast</p>	<p><i>Annex I</i> habitats that are a primary reason for selection of this site:</p> <p><i>Asperulo-Fagetum</i> beech forests</p> <p><i>Taxus baccata</i> (yew) woods of the British Isles</p> <p><i>Annex I</i> habitats present as a qualifying feature, but not a primary reason for selection of this site:</p> <p>Semi-natural dry grasslands and scrubland facies: on calcareous substrates (<i>Festuco-Brometalia</i>)</p>	<p>The yew woodland is managed using minimum intervention.</p> <p>Beech woodland on site is managed as high forest with active encouragement of beech regeneration.</p> <p>The areas of chalk grassland on site require continuous grazing, which is not achieved over parts of the site.</p> <p>The condition of the underlying SSSI's is currently classed as:</p> <p>Halling to Trottscliffe Escarpment SSSI: 77% favourable, 14% unfavourable but recovering, 6% unfavourable with no change and 3% unfavourable and declining. For Wouldham to Detling Escarpment: 55% favourable and 45% unfavourable but recovering.</p>	<p>The draft COs for this site are, subject to natural change, to maintain the following habitats and geological sites in favourable condition:</p> <ul style="list-style-type: none"> • Broadleaved, mixed and yew woodland • Lowland calcareous grassland • Disused quarries, pits and cuttings <p>with particular reference to the qualifying interests for which the land is designated (see left).</p>
<p>Richmond Park SAC</p> <p>(846.68 ha)</p>	<p>Within GLA boundary</p>	<p><i>Annex II</i> species that are a primary reason for selection of this site:</p> <p><i>Lucanus cervus</i> (stag beetle)</p>	<p>Richmond Park is surrounded by an urban area and therefore experiences high levels of recreational pressure.</p> <p>The whole site has been declared a National Nature Reserve (NNR).</p> <p>The condition of the underlying SSSI's is currently classed as: 6% favourable, 8%</p>	<p>The COs for this site are, subject to natural change, to maintain the following habitats in favourable condition:</p> <ul style="list-style-type: none"> • Acid grassland - lowland • Lowland parkland



Natura 2000 Site	Location	Qualifying Interest	Site Management and Vulnerabilities	Conservation Objectives (COs)
<p>South West London Waterbodies SPA / Ramsar</p> <p>(828.14 ha)</p>	<p>Partially within GLA boundary</p>	<p>SPA:</p> <p>This site qualifies under <i>Article 4.2</i> of the Directive (79/409/EEC) by supporting populations of European importance of the following migratory species:</p> <p>Over winter:</p> <p><i>Anas strepera</i> (gadwall)</p> <p><i>Anas clypeata</i> (shoveler)</p> <p>Ramsar:</p> <p>The site also qualifies as a Ramsar Wetland of International Importance under the following criteria:</p> <p><u>Criterion 6:</u> The site supports species/populations occurring at levels of international importance:</p> <p><i>Anas clypeata</i> (shoveler)</p>	<p>unfavourable but recovering and 86% unfavourable with no change.</p> <p>As the SPA comprises a series of water supply reservoirs and former gravel pits, the potential future decommissioning of reservoirs once they are no longer required is an issue, along with the potential impacts of maintenance works. Management plans that cover maintenance and decommissioning are required for the larger reservoirs in order to maintain the site's interest.</p> <p>Some threat from potential development pressure as the surrounding area is urbanised and urban-fringe, but this should be controlled by the relevant provisions of the Conservation Regulations (1994).</p> <p>Vegetation succession is a known problem which will be addressed using management plans to arrest or locally</p>	<p>and wood pasture with particular reference to the qualifying species for which the land has European importance:</p> <ul style="list-style-type: none"> <i>Lucanus cervus</i> (stag beetle) <p>The draft COs for this site are, subject to natural change, to maintain the following habitats in favourable condition:</p> <ul style="list-style-type: none"> Standing open water Open water and surrounding marginal habitats Open standing water and canals <p>with particular reference to the qualifying interests for which the land is designated (see left).</p>



Natura 2000 Site	Location	Qualifying Interest	Site Management and Vulnerabilities	Conservation Objectives (COs)
		<i>Anas strepera</i> (gadwall)	<p>reverse succession.</p> <p>Recreational pressure may be an issue on one part of the site. Monitoring will determine the effects of recreational activities on the interest of the site.</p> <p>This site consists of 7 underlying SSSIs. The condition of 4 of these is currently classed as 100% favourable. Staines Moor is classed as 73% favourable, 25% unfavourable but recovering and 2% unfavourable and declining. Wraysbury and Hythe End Gravel Pits are 85% favourable and 15% unfavourable but recovering. Notably, Wraysbury No. 1 Gravel Pit is classed as 100% unfavourable and declining.</p>	
<p>Thames Basin Heaths SPA (8274.72 ha)</p>	<p>Outside GLA boundary – approx 8 km to southwest</p>	<p>This site qualifies under <i>Article 4.1</i> of the Directive (79/409/EEC) by supporting populations of European importance of the following species listed on <i>Annex I</i> of the Directive:</p> <p>During the breeding season:</p> <p><i>Sylvia undata</i> (Dartford warbler)</p> <p><i>Caprimulgus europaeus</i> (nightjar)</p>	<p>Heathland management is essential for the maintenance of the internationally important lowland heathland at this site, which supports the qualifying species. Lack of grazing and other traditional management practices are therefore a threat.</p> <p>Development pressure on neighbouring land, along with the cumulative and indirect effects of such development, is an</p>	<p>The draft COs for this site are, subject to natural change, to maintain the following habitats in favourable condition:</p> <ul style="list-style-type: none"> • Dwarf shrub heath • Fen, marsh and swamp • Lowland heathland • Standing open



Natura 2000 Site	Location	Qualifying Interest	Site Management and Vulnerabilities	Conservation Objectives (COs)
		<i>Lullula arborea</i> (woodlark)	<p>issue which poses a potential long-term problem. Housing developments are a particular issue in this part of south-east England.</p> <p>Disturbance from recreational activities is also a problem which may impact on the sensitive heathlands, especially on parts of the site which are owned by local authority and designated as Public Open Space.</p> <p>This site covers a large area and consists of 13 component SSSIs with a range of current conditions. The condition of 2 of the nearest SSSIs to Greater London is as follows: Ockham and Wisley Commons is 98% unfavourable but recovering and 2% unfavourable and declining. Chobham Common is 3% favourable, 21% unfavourable but recovering, 35% unfavourable no change and 41% unfavourable and declining.</p>	<p>water & canals</p> <ul style="list-style-type: none"> Broadleaved, mixed and yew woodland <p>with particular reference to the qualifying interests for which the land is designated (see left).</p>
<p>Thames Estuary and Marshes SPA/ Ramsar</p> <p>(4838.94/5589)</p>	<p>Outside GLA boundary - approx 14 km to east</p>	<p>SPA:</p> <p>This site qualifies under <i>Article 4.1</i> of the Directive (79/409/EEC) by supporting populations of European importance of the following species listed on <i>Annex 1</i> of the</p>	<p>Coastal squeeze and erosion of intertidal habitat has been recorded within the site. Port dredging may also be influential in intertidal habitat loss.</p> <p>The intertidal area is vulnerable to disturbance from water-related</p>	<p>The draft COs for this site are, subject to natural change, to maintain the following habitats in favourable condition:</p> <ul style="list-style-type: none"> Intertidal mudflats



Natura 2000 Site	Location	Qualifying Interest	Site Management and Vulnerabilities	Conservation Objectives (COs)
ha)		<p>Directive:</p> <p>Over winter:</p> <p><i>Recurvirostra avosetta</i> (avocet)</p> <p><i>Circus cyaneus</i> (hen harrier)</p> <p>This site also qualifies under <i>Article 4.2</i> of the Directive (79/409/EEC) by supporting populations of European importance of the following migratory species:</p> <p>On passage and over winter:</p> <p><i>Charadrius hiaticula</i> (ringed plover)</p> <p>Assemblage qualification: A wetland of international importance.</p> <p>The area also qualifies under <i>Article 4.2</i> of the Directive (79/409/EEC) by regularly supporting at least 20,000 waterfowl.</p> <p>Ramsar:</p> <p>The site also qualifies as a Ramsar Wetland of International Importance under the following criteria:</p> <p><u>Criterion 2</u>: The site supports more than 20 British Red Data Book invertebrates and populations of the GB Red Book endangered least lettuce (<i>Lactuca saligna</i>),</p>	<p>recreational activities.</p> <p>The terrestrial habitats of the site are dependent on appropriate grazing and management of water. Evidence suggests that the water supply to grazing marsh has decreased and a water level management plan will be used to address this issue.</p> <p>Development pressure has become a problem in recent years. Current implications of development include both direct landtake from the site and indirect disturbance and hydrological effects from nearby developments.</p> <p>The condition of the underlying SSSI's is currently classed as: 87% favourable, 10% unfavourable but recovering, 1% unfavourable with no change and 2% unfavourable and declining.</p>	<ul style="list-style-type: none"> • Intertidal saltmarsh • Intertidal shingle • Grazing marsh • Saline lagoons • Flooded chalk pits <p>with particular reference to the qualifying interests for which the land is designated (see left).</p>



Natura 2000 Site	Location	Qualifying Interest	Site Management and Vulnerabilities	Conservation Objectives (COs)
		<p>as well as the vulnerable slender hare's-ear</p> <p>(<i>Bupleurum tenuissimum</i>), divided sedge (<i>Carex divisa</i>), sea barley (<i>Hordeum marinum</i>), Borrer's saltmarsh-grass (<i>Puccinellia fasciculata</i>), and dwarf eelgrass (<i>Zostera noltei</i>).</p> <p><u>Criterion 5:</u> The site supports assemblages of international significance:</p> <p>45,118 waterfowl at peak counts in winter</p> <p><u>Criterion 6:</u> The site supports species/populations occurring at levels of international importance:</p> <p>Spring/autumn:</p> <p><i>Limosa limosa islandica</i> (black-tailed godwit)</p> <p>Winter:</p> <p><i>Calidris alpina alpina</i> (dunlin)</p> <p><i>Calidris canutus islandica</i> (red knot)</p>		
Wimbledon Common SAC	Within GLA boundary	<p><i>Annex 1</i> habitats present as a qualifying feature, but not a primary reason for selection of this site:</p> <p>Northern Atlantic wet heaths with <i>Erica</i></p>	<p>As this SAC is located in an urban area, it is subject to heavy recreational disturbance.</p> <p>The condition of the underlying SSSI's is</p>	<p>The COs for this site are, subject to natural change:</p> <p>To maintain the</p>



Natura 2000 Site	Location	Qualifying Interest	Site Management and Vulnerabilities	Conservation Objectives (COs)
(348.31 ha)		<p><i>tetralix</i></p> <p>European dry heaths</p> <p><i>Annex II</i> species that are a primary reason for selection of this site:</p> <p><i>Lucanus cervus</i> (stag beetle)</p>	currently classed as: 40% favourable and 60% unfavourable but recovering.	<p>following habitats in favourable condition:</p> <ul style="list-style-type: none"> • European dry heath • Northern Atlantic wet heath with <i>Erica tetralix</i> <p>To maintain, in favourable condition, the habitats for the population of:</p> <ul style="list-style-type: none"> • <i>Lucanus cervus</i> (stag beetle) <p>(COs to be revised in 2009)</p>
<p>Windsor Forest and Great Park SAC</p> <p>(1687.26 ha)</p>	Outside GLA boundary – approx 6 km to west	<p><i>Annex I</i> habitats that are a primary reason for selection of this site:</p> <p>Old acidophilous oak woods with <i>Quercus robur</i> on sandy plains</p> <p><i>Annex I</i> habitats present as a qualifying feature, but not a primary reason for selection of this site:</p> <p>Atlantic acidophilous beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the shrublayer (<i>Quercion robori-petraeae</i> or</p>	<p>The oak woodland and invertebrate interest of this SAC are vulnerable to changes in management practices. The violet click beetle is heavily dependent on a continuous supply of very old and decaying trees. Sympathetic management is being undertaken through a Declaration of Intent signed between Natural England and the site owner, the Crown Estate.</p> <p>The violet click beetle is severely restricted on this site and is only present in two</p>	<p>The COs for this site are, subject to natural change:</p> <p>To maintain the following habitats in favourable condition:</p> <ul style="list-style-type: none"> • Atlantic acidophilous beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the shrublayer • Old acidophilous



Natura 2000 Site	Location	Qualifying Interest	Site Management and Vulnerabilities	Conservation Objectives (COs)
		<p><i>Ilici-Fagenion</i>)</p> <p><i>Annex II</i> species that are a primary reason for selection of this site:</p> <p><i>Limoniscus violaceus</i> (violet click beetle)</p>	<p>decaying trees. Ongoing research is underway in order to gain a better understanding of the species' habitat requirements.</p> <p>Current management to enhance the conservation value of the wooded areas includes:</p> <p>the removal of competing trees around veteran trees;</p> <p>bracken control;</p> <p>clearance of <i>Rhododendron</i>; and</p> <p>identification of trees for retention as future veterans to ensure continuity of supply of dead wood habitats.</p> <p>The condition of the underlying SSSI's is currently classed as: 48% favourable and 52% unfavourable but recovering.</p>	<p>oak woods with <i>Quercus robur</i> on sandy plains</p> <p>To maintain, in favourable condition, the habitats for the population of:</p> <ul style="list-style-type: none"> <i>Limoniscus violaceus</i> (violet click beetle)
<p>Wormley-Hoddesdonpark Woods SAC</p> <p>(335.53 ha)</p>	<p>Outside GLA boundary – approx 4 km north</p>	<p><i>Annex I</i> habitats that are a primary reason for selection of this site:</p> <p>Sub-Atlantic and medio-European oak or oak-hornbeam forests of the <i>Carpinion betuli</i></p>	<p>The majority of the woods in this SAC are being managed sympathetically, with no direct threat. Approximately 70% of the site is also designated as a National Nature Reserve.</p> <p>There is some pressure from informal recreation but this is concentrated on well-</p>	<p>The draft COs for this site are, subject to natural change, to maintain the following habitats in favourable condition:</p> <ul style="list-style-type: none"> Broadleaved, mixed and yew



Natura 2000 Site	Location	Qualifying Interest	Site Management and Vulnerabilities	Conservation Objectives (COs)
			<p>established paths.</p> <p>Present management ranges from benign neglect to active forestry, including management for nature conservation. Most of the complex is covered by a High Forest Zone Plan, which sets out a framework for woodland management, including the restoration of a varied age structure and natural stand types through sustainable forestry, where non-native planting is gradually replaced by appropriate species from local stock.</p> <p>This site is split into 2 overarching SSSI's: Wormley-Hoddesdonpark Wood North & South. The condition of the underlying SSSI's is currently classed as: 98.7% favourable and 1% unfavourable in the north. In the south, the SSSI is 75% favourable, 22% unfavourable but recovering and 3% unfavourable with no change.</p>	<p>woodland - lowland</p> <p>with particular reference to the qualifying interests for which the land is designated (see left).</p>



Appendix C – Review of Policies, Plans, Programmes and Objectives

1 Principles of Approach

This Appendix comprises the review of policies, plans and programmes, as required under the SEA Directive and as usefully informs the undertaking of the EqIA and HIA, amongst others.

As noted within the body of the Report, the Strategy may both influence and be influenced by a wide range of other policies, plans, programmes and sustainability protection objectives. Consequently, an important aspect of the IIA has been to identify and assess the relationship between the Strategy and other relevant policies, plans, programmes, and environmental protection objectives.

The outcome of the review has informed the preparation of the Appraisal Framework and the objectives contained within it. The review will also inform the development of the Strategy itself.

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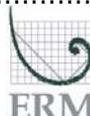
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3 Progressing Sustainability

World Summit on Sustainable Development - Earth Summit leading to the Johannesburg Plan of Implementation (Johannesburg, 2002)

The aim of the Johannesburg Summit 2002 – the World Summit on Sustainable Development – was to address the difficult challenges, including improving people's lives and conserving our natural resources in a world that is growing in population, with ever-increasing demands for food, water, shelter, sanitation, energy, health services and economic security. It promotes:

- Integration of the economic, social and environmental dimensions of sustainable development in a balanced manner; and



- Greater resource efficiency, waste reduction, renewable energy and significant reduction in the loss of biodiversity by 2010.

Cross Reference: Climate Change, The Physical Environment, Safety and Security and Health and Wellbeing

The EU Sustainable Development Strategy (SDS) (2006)

This Sustainable Development Strategy supersedes and builds on the previous Gothenburg Strategy of 2001.

The SDS outlines the single, coherent strategy that will be pursued by the EU and its Member States in order to reach its long-standing commitment to sustainable development. It emphasises the need to alter the current unsustainable production and consumption patterns present and to advance an improved integrated approach to policy-making. It commits the EU to global solidarity and highlights the need to maintain strong connections with other countries outside of the EU, including the rapidly developing countries.

The key priority challenges for the period until 2010, for which objectives and actions are detailed include:

- Climate change and clean energy;
- Sustainable transport;
- Sustainable consumption and production;
- Conservation and management of natural resources;
- Public health;
- Social inclusion, demography and migration; and
- Global poverty and sustainable development challenges.

In order to improve synergies and reduce trade-offs an enhanced approach to policy making is proposed in the SDS, which is based on regulations (impact assessments) and the guiding principles of sustainable development. Both internal and external policies are subject to the integration of sustainable development considerations.

The SDS suggests means by which coordination with other levels of government can be enhanced. It also suggests that businesses, NGOs and citizens should become more involved in working for sustainable development. In order to facilitate more sustainable production and consumption patterns it stresses that education, research and public finances are important instruments.

Cross Reference: Climate Change, The Physical Environment and Health and Wellbeing

Cohesion and Transport, SCADplus (1999)

This report aims to develop an efficient and sustainable transport network across Europe taking economic development and the accession of new member states into account. It works closely with the European Spatial Development Perspective (ESDP) which is developing an integrated and common approach to spatial planning at European level. It notes the importance of removing technical obstacles and improving access to infrastructure, and in doing so helps to combat social exclusion through improved provision of public transport. Along with many other European Strategies, it encourages alternatives to road transport and is attempting to develop a number of trans-European networks (TENs) which will contribute to economic and social cohesion. Specifically, in the next few years, the



report recommends:

- Maximising the effectiveness of the contribution of the community to enhance competitiveness and create jobs. Private finance should also be encouraged where applicable;
- TENs must be implemented with particular emphasis on peripheral regions but also with the goal of developing and modernising transport systems in accession countries, whose successful integration depends on such; and
- Placing large emphasis on the promotion of accessible, environmentally-friendly transport services.

Cross Reference: Enhancing Accessibility, Equality and Inclusion and Economic Progress

European Transport Strategy for 2010, SCADplus White Paper (2001)

This document aims to strike a balance between economic development and the quality and safety demands made by society in order to develop a modern, sustainable transport system for 2010. It reiterates the difficulties faced by the European Community to implement a common transport policy, and attempts to address these issues, whilst co-operating with the sustainable development strategy for Europe. The strategy identifies a number of key difficulties facing the implementation of community wide transport, including unequal growth in reliance on different modes of transport, congestion on major road and rail routes, and the harmful environmental effects of transport. It identifies key objectives for each major mode within the European Community, and also measures it will take to achieve them (not listed).

- Road: To improve quality and apply existing regulations more effectively by tightening up controls and penalties;
- Rail: To revitalise the railways by creating an integrated, efficient, competitive and safe railway area and to set up a network dedicated to freight services;
- Air: To control the growth in air transport, tackle saturation of the skies, maintain safety standards and protect the environment;
- Sea and inland waterway: To develop the infrastructure, simplify the regulatory framework by creating one-stop offices and integrate the social legislation in order to build veritable "motorways of the sea"; and
- Intermodality: To shift the balance between modes of transport by means of a pro-active policy to promote intermodality and transport by rail, sea and inland waterway.

Cross Reference: Economic Progress, Climate Change, Safety and Security

Keep Europe Moving – Sustainable mobility for our continent – Mid-term review of the European Commission's 2001 Transport White Paper (2006)

This report emphasises the importance of sustainable transport to meet the EU's economic and social development needs. It provides a brief history of EU transport policy over the past fifteen years and assesses the transport situation now. Covering a wide range of modes and innovative ideas for employment, passenger rights, safety and security, it outlines priority areas for future transport policy to focus on. These include:

- Improving energy security;
- Providing a high level of mobility around the EU; and



- Providing incentives for modal shifts to environmentally friendly travel.

Freight Transport Logistics in Europe – the key to sustainable mobility – EU (2006)

This report begins by noting that logistics has a key role in ensuring sustainable mobility across the EU. It reports that a liberalised Europe provides greater opportunity for growth and employment in logistics but there needs to be measures to address the increase in accidents, congestion and pollution this brings, while ensuring that EU countries remain globally competitive in the logistics market. Therefore, the report notes that there is a need for cleaner, more efficient options for freight travel across Europe and to this end the EU has identified the following areas of action:

- Identifying bottlenecks and solutions;
- Increasing the use of ICT in freight;
- Using statistical data to improve logistics;
- Improving infrastructure for freight journeys;
- Improving service performance;
- Applying loading standards to improve competitiveness; and
- Promoting the simplification of modal chains.

Cross Reference: Climate Change, Economic Progress, Safety and Security, Accessibility

Securing the Future – Delivering UK Sustainable Development Strategy: The UK Government Sustainable Development Strategy (2005)

This Strategy established the agenda of issues to be addressed in order to enhance sustainable development and sets out what the UK government propose to do in England and in areas where it retains responsibility. The Strategy contains:

- Details on the developments of the previous 1999 strategy, with more focus on international and societal dimensions;
- Five principles, focussing on environmental limits;
- Four priority areas: sustainable consumption and development, climate change, natural resource protection and sustainable communities; and
- An outcome-focused set of indicators.

In order to improve the delivery of sustainable development policy, the strategy proposes measures including:

- Strengthening the Sustainable Development Commission;
- Embedding sustainable development at the core of the Civil Service and introducing it to the curriculum of the National School of Government;
- Establishing an Academy of Sustainable Communities and launching new programmes to advance the power of local governments;
- Add sustainable development and the local environment to the criteria against which local authorities are assessed against;
- All central Government departments and executive agencies to produce sustainable development



action plans;

- Examining the effectiveness of delivering sustainable development at regional levels;
- Develop a new Sustainable Development Programme with funding from Defra; and
- Effective monitoring of UK's international sustainable development priorities.

Cross Reference: Climate Change and The Physical Environment

One future: different paths – UK Shared Framework for Sustainable Development (2005)

This document presents a shared framework for sustainable development across the UK. The framework comprises:

- A shared understanding of sustainable development;
- A vision of what the UK aims to achieve and the guiding principles to follow in order to achieve these aims;
- Sustainable development priorities for UK action, at home and internationally; and
- Indicators to monitor the key issues on a UK basis.

The UK Framework priority areas for action are:

- Sustainable Consumption and Production;
- Climate Change and Energy;
- Natural Resource Protection and Environmental Enhancement; and
- Sustainable Communities.

The aims of the strategy are:

- Living within environmental limits;
- Ensuring a strong, healthy and just society;
- Achieving a sustainable economy;
- Promoting good governance; and
- Using sound science responsibly.

Cross Reference: Climate Change, The Physical Environment and Health and Wellbeing

UK Planning Policy Guidelines 13: Transport (March 2001)

This planning policy guideline recognises that travel is a vital facet of everyday life, and suggests that a safe, efficient and integrated transport system is required to support a strong and prosperous economy. However, within this suggestion it accepts that the way we currently travel (with specific reference to our over-reliance on the car) is damaging our local and national environment and inherent changes must be made. The PPG proposes that land use planning has a key role to play in the delivery of integrated transport strategies by government, and that consistent application of planning policies outlined within this document will reduce car dependency and enable people to make more sustainable transport choices. To this end, it prescribes a course of ten actions that should be undertaken by local government when writing development plans and considering planning applications, and lists a number of objectives that it should hope to achieve through the employment of the following actions.



- Promote more sustainable transport choices for both people and for moving freight;
- Promote accessibility to jobs, shopping and leisure facilities, by public transport, walking and cycling; and
- Reduce the need to travel, especially by car.

Following planning policy guidelines when developing transport strategies will promote sustainable distribution, increase the effectiveness of the policy and maximise the contribution of transport to improving our quality of life.

Cross Reference: Climate Change, Economic Progress, Enhancing Accessibility

Delivering a Sustainable Transport System (2008)

The Government's proposed approach to long-term transport planning was outlined in Towards a Sustainable Transport System which was published in 2007, in response to the Eddington Study and the Stern Review. The Delivering a Sustainable Transport System document explains how this approach is being put into action in a way that both tackles the immediate problems and also shapes the transport system to meet the longer term challenges.

The document outlines five goals for transport, focusing on the challenge of delivering strong economic growth while at the same time reducing greenhouse gas emissions. It outlines the key components of national infrastructure. It discusses the difficulties of planning over the long term in the context of uncertain future demand and describes the substantial investments being made to tackle congestion and crowding on transport networks. It sets out how the Government is approaching this through the new National Networks Strategy Group. Finally it covers the Government's approach domestically and internationally to tackling greenhouse gas emissions from transport and future plans for investment to 2014 and beyond.

The goals outlined take full account of transport's wider impact on climate change, health, quality of life and the natural environment. These include:

- Support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- Reducing transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- Contributing to better safety and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health;
- Promoting greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and
- Improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

Cross Reference: Economic Progress, Climate Change, Safety and Security, Equality and Inclusion

Building sustainable transport into new developments, Department for Transport (2008)

In conjunction with other Government reports on Eco-towns and New Growth Points, this document sets out advice on how to build effective sustainable transport in new housing developments, from the planning to the implementation stage. It recommends a variety of transport options to integrate and adopt according to the location and needs of the individual development. It recognises that it is



essential to capture the needs of new communities through consultation and planning before infrastructure is put in place, and suggests a number of key practices that will achieve the implementation of sustainable transport policies.

- Promote the attractiveness of walking and cycling;
- Reduce car use and dependency; and
- Provide better access to public transport.

Securing the Region's Future: Strengthening delivery of sustainable development in the English regions (2006)

This document details the way in which the Office of the Deputy Prime Minister, Defra and DTI will strengthen the delivery of sustainable development at the regional level. It is based on the five guiding principles and four priorities for immediate action of the UK Sustainable Development Strategy and responds to recommendations made by the Sustainable Development Commission. In order to help regions to increase their contribution to delivering sustainable development it sets out 20 commitments with clear guidance on their implementation. The key elements of this approach includes:

- using the principles and priorities set out in *Securing the Future* to underpin the updated high-level strategies;
- strengthening the role of regional sustainable development roundtables;
- maximising the deliverability of sustainable development at city-region, sub-region and inter-regional levels;
- ensuring that sustainable development is at the centre of the work done by Government Offices and across other organisations and operations;
- supporting Regional Assemblies in delivering sustainable development; and
- assisting Regional Development Agencies in delivering economic productivity and thus delivering sustainable development.

A Sustainable Development Framework for London (2003)

The Sustainable Development Framework sets out a vision for London and a set of objectives to guide decision making.

The Framework should be applied in order to:

- Provide the context for policy development and decision making;
- Undertake sustainability appraisals of projects, plans and strategies; and
- Monitor progress towards a more sustainable city.

The overall objective of the Framework is to achieve environmental, economic and social development simultaneously, where no gain in either area is to the detriment of other areas.

The London Plan (consolidated with Alterations since 2004) (2008)

The London Plan sets out a strategic plan for integrated social, environmental and economic development of London until 2025/26 and is in accordance with European guidance on spatial planning and a link to European Structural Funds. It integrates the physical and geographic dimensions of other



Mayoral plans and policies and provides a framework for land use management and development and the link with transport. It also sets the policy position with regards to the mayor's involvement in planning decisions within London and details the various objectives and policies which have been devised for London with regards to spatial planning.

The 2008 consolidated version places emphasis on reducing greenhouse emissions and preparing the capital for inevitable global warming

The Plan allows for a strategic approach to be taken when dealing with the key issues, including:

- Establishing a framework in which stakeholders can make plans for their own activities;
- Allow Londoners to input into the shaping of their city;
- Makes sure that all relevant policies are coherent and integrated; and
- Details London's vision for the future.

Cross Reference: Enhancing Accessibility, Climate Change, The Physical Environment, Safety and Security and Health and Wellbeing, Equality

Sustainability Appraisal of the London Plan (2004)

This report details the findings of the sustainability appraisal process that was applied during the devising of the Mayor of London's London Plan. It involved:

- Reviewing the baseline environment;
- Appraising the policies against 33 sustainable development objectives;
- Examining the linkages of the London Plan with other policy, plans and programmes;
- Developing indicators to be used in assessing the performance of the Plan; and
- Making recommendations for the amendment of various policies so that they are in accordance with the objectives of sustainable development.

It was found that the Plan performs well when measured against the sustainable development objectives that were devised for the Plan.

Cross Reference: Enhancing Accessibility, Climate Change, The Physical Environment and Health and Wellbeing, Equality

Planning for a Better London – Mayor of London (2008)

This report outlines the Mayor's reasons for revising the London Plan. Recognising that London's population is growing at a fast rate, the city now faces significant economic, environmental and social challenges. Policies must be developed to tackle threats from air pollution, the inequalities of income and health, and to ensure that London remains internationally competitive in business. The key points of the report include:

- Ensuring all Londoner's have access to housing and other opportunities they need;
- Providing opportunities and skilled workers for London's businesses to grow;
- Increase London's efforts to tackle climate change;
- Protect London's diverse neighbourhoods; and
- Improve all Londoners' quality of life and feeling of safety.



Cross Reference: Health and Wellbeing, Safety and Security, Economic Progress, Climate Change

London Cultural Capital - Realising the potential of a world-class city (2004)

This Plan sets a 10 year framework for the development of London as the centre of cultural excellence and creativity. The three factors which have influenced the development of the Plan include:

- London being the primary focus of the UK's cultural and creative dynamism;
- It being one of the world's most culturally diverse cities; and
- The expected population increase over the coming years.

The objectives of the Plan include:

- To enhance London as a world-class city of culture;
- To promote creativity as central to the success of London;
- To ensure that all Londoners have access to culture in the city; and
- To ensure that all London gets the best value out of its cultural resources.

In order to achieve these objectives it details twelve policies which are to be implemented, addressing issues such as funding, public realm, regeneration, spatial distribution, access, branding, education and infrastructure.

Cross Reference: Health and Wellbeing, Enhancing Accessibility, Equality

The Mayor's Annual Report 2007/08

The report presents the new Mayor's approach to addressing the main policy areas concerning London, including crime and safety, transport, housing and planning, the environment and business and skills. Building on the policies developed by his predecessor the new mayor outlines his principal aims for the following policy areas:

- Crime and safety – mayor's priority, especially youth crime and safety on public transport;
- Transport – improving access to the network, improving sustainability by aiming to reduce greenhouse gas emissions;
- Housing and planning – produce schemes to help people buy houses;
- Environment – increase recycling and reduce greenhouse gas emissions; and
- Business and skills – improve links and communication between businesses to maintain London's position as a leading world business centre.

Cross Reference: Economic Progress, Safety and Security, Climate Change

Way to Go! – Planning for Better Transport (Mayor of London, 2008)

This is the Mayor's vision of transport in the capital - to improve Londoners' quality of life through better transport. Recognising the effects that public transport, both good and bad, can have on people's quality of life, it outlines how he intends to improve the network for all Londoners. It includes principles with which it builds its vision for future transport in London. These include:

- Respecting individual choice to travel by car while supplying appropriate alternatives;



- Providing greater information for Londoners to make informed travel decisions;
- Providing measures to reduce the impact of the London transport system on the environment;
- Develop greater transport links between outer London and the rest of the capital;
- Connect transport and planning to ensure architectural consistency; and
- Provide a fair transport system, accessible and affordable to all people.

Cross Reference: Enhancing Accessibility, Climate Change, Physical Environment, Equality and Inclusion

Olympic Delivery Authority – Sustainable Development Strategy (2006)

The Sustainable Development Strategy establishes how the Olympic Delivery Authority will tackle climate change and waste and encourage biodiversity, social inclusion and healthy living especially during the construction phase. It details performance measures which will establish new standards for the sustainable construction of the venues, facilities, infrastructure and transport. This strategy is devised to work in conjunction with the other plans for sustainability within London. The key locations where this strategy will be primarily implemented include Olympic Park, Eton Dorney, Weymouth and Portland and Broxbourne.

The overarching issues which this strategy address includes:

- Carbon;
- Water;
- Waste;
- Materials;
- Biodiversity and ecology;
- Land, air, water, noise;
- Supporting communities;
- Transport and mobility;
- Access;
- Employment and skills;
- Health and well-being; and
- Inclusion.

Cross Reference: Enhancing Accessibility, Climate Change, The Physical Environment and Health and Wellbeing

Olympic Delivery Authority – Commitment to Sustainable Regeneration (2007)

The Commitment to Sustainable Regeneration (2007) establishes the Olympic Delivery Authority's and the London Development Agency's commitment to achieving long term sustainable regeneration and is an accompanying document to the Olympic, Paralympic and Legacy transformation planning applications for the Olympic Park. The main principles of the Commitment to Sustainable Regeneration include:



- Maximising the beneficial use of urban land;
- Providing strategic infrastructure;
- Creating a framework to stimulate private sector investment;
- Providing opportunities for job creation;
- Transforming environmental quality;
- Strengthening local community cohesion; and
- Establishing sustainable communities.

The Commitment to Sustainable Regeneration also outlines the challenges faced by the area, sets out proposals for the preparation of a Legacy Masterplan Framework, outlines a future vision for legacy communities development and establishes a route map for the development of the Legacy Masterplan Framework.

Cross Reference: Enhancing Accessibility, Climate Change, The Physical Environment and Health and Wellbeing

ODA Transport Plan (2007)

This is an extensive document which outlines the ODA's plans for transport provision during the Olympic and Paralympic Games and its contribution to the post-games legacy. The ODA holds sustainability at the heart of its plan and to this end it aims to have a 'public transport games' where 100% of ticketed spectators will travel by public transport to Olympic events. In this light London's public transport must be improved, with accessibility and capacity increased. Measures have been proposed to meet this vision, including a low emission zone around the Olympic Park and the Javelin rail service from St Pancras to Stratford. It emphasises the need to build partnerships between transport authorities to deliver a successful and sustainable service to ensure the Lower Lea Valley is one of the best connected areas in London. The plan presents key objectives to ensuring successful sustainable transport during the games:

- Safe, secure and reliable transport for those involved in the Olympic Games (athletes, Olympic and Paralympic clients, spectators);
- Leave a positive legacy with transport regeneration;
- Keep London and the rest of the UK moving during the games; and
- Achieve maximum value for money.

Cross Reference: Enhancing Accessibility

Olympic Delivery Authority – Plan 2008 (2008)

The Olympic Delivery Authority set out their corporate plan, their business plan and their budget for 2008 in this single plan. In addition to detailing the ODA's plans for the future it also analyses performance to date, focusing on the financial year 2007-08. With regards to objectives it states that the ODA is responsible for the creation of infrastructure and facilities associated with the venues for the 2012 Olympics, the design, building and delivery of the venues, the provision of the necessary transport infrastructure and is charged with ensuring that a sustainable legacy is planned for all venues.



The priority themes addressed by the plan include:

- Health and safety;
- Design and accessibility;
- Legacy;
- Sustainability;
- Equality and inclusion; and
- Employment and skills.

Cross Reference: Safety and Security and Health and Wellbeing, Enhancing Accessibility, Equality and Inclusion

The following reports are described in more detail elsewhere in this appendix, but have some relevance to this topic:

Air Transport and the Environment – Towards meeting the Challenges of Sustainable Development – EU (1999)

Integrating environment and sustainable development into economic and development co-operation policy, European Commission (2000)

Proposal for a council Directive on passenger car related taxes – EU (2005)

“NAIADES” – An Integrated European Action Programme for Inland Waterway Transport – EU (2006)

Recommendations for updates to BEPG, European Commission (2007)

Ten Years of the European Employment Strategy, European Commission (2007)

Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)

Clean Air for Europe (CAFÉ) (2001)

EU Directive on the Conservation of Wild Birds (79/409/EEC)

EU Water Framework Directive (2000/60/EC)

Pricing: Green Paper/White Paper, SCADplus (1995/1996)

A strategy for revitalising the Community’s railways, SCADplus White Paper (1996)

Stern Review – The Economics of Climate Change (2006)

Air Quality Strategy, Defra (2007)

Regeneration and the Historic Environment: Heritage as a catalyst for better social and economic regeneration (2005)



Climate Change the UK Programme 2006 (2006)

Regional Spatial Strategies: Guide to Producing Regional Transport Strategies – DfT

The Government's Response to the House of Commons Transport Committee: Overcrowding on Public Transport (2004)

Our energy future – creating a low carbon economy (Energy White Paper) (2003)

Eddington Transport Study – Advice to the UK Government (2006)

Delivering a Sustainable Railway, Department for Transport (2007)

Capital Gains – London Child Poverty Commission Final Report (2008)

The Case for London: London's loss is no-one's gain, Mayor's case for investment (March 2004)

Making London Better for All Children and Young People – The Mayor's Children and Young People's Strategy (2004)

Valuing Older People: The Mayor of London's Older People Strategy (2007)

Mayor's Housing Strategy (draft) September 2007

Living Well in London – The Mayor's Draft Health Inequalities Strategy for London (2008)

Connecting with London's nature – The mayor's Biodiversity Strategy (2002)

Rethinking Rubbish in London – The Mayor's Municipal Waste Management Strategy (2003)

Water matters – The Mayor's Draft Water Strategy (2007)

Strategic Environmental Assessment / Sustainability Appraisal of the Regional Economic Strategy Implementation Plan (2006) (South East England Development Agency)

Regional Economic Strategy: South East SEEDA (2006)

Commitment to Sustainable Regeneration: Olympic, Paralympic & Legacy Transformation Planning Applications for the Olympic Park (2007)

ODA Disability Equality Scheme (2007)

ODA Employment and Skills Strategy (2008)



Implications for the Strategy and the IIA

This suite of European, national and regional policies, plans and programmes sets out the strategic context and aspirations for overarching sustainability and respective components. There is a clear steer at all levels of governance to progress the sustainability agenda across all sectors within the context of informed and engaged stakeholders. In particular the Government's national transport policy objectives described most recently in "Delivering a Sustainable Transport System" set a clear framework for incorporating sustainability principles into transport strategy assessment. The IIA Framework is informed by these sustainability aspirations, establishing clear objectives for the Strategy to deliver upon the sustainability agenda at both the aggregate level and through distinct projects and services. The Strategy has the opportunity to further deliver upon the sustainable transport agenda, exploiting where possible the opportunities to enhance the benefits which can accrue from sustainable planning, design, operation and management of services and facilities within the transport system in London.

4 Enhancing Accessibility

Olympic Delivery Authority – Inclusive Design Strategy (2008)

Within this document the commitment is made to using inclusive design in order to make it 'the most accessible Games ever'. It also describes the approach that will be adopted and the tools that will be used in order to ensure reaching this goal. It also details how the ODA aims to remove attitudinal and environmental barriers and to ensure that inclusive design principles feature highly in the various designs and plans.

Cross Reference: Health and Wellbeing

Freight Transport Logistics in Europe – the key to sustainable mobility – EU (2006)

Council Directive 2000/43/EC: Implementing the principle of equal treatment between persons irrespective of racial or ethnic origin – EU directive for a race equality framework (2000)

Rights of people with reduced mobility when travelling by air, European Parliament (2006)

Every Child Matters– UK Government Green Paper (2003)

Planning Policy Guidance 2 (PPG2): Green Belts (1995) (Amended 2001)

Planning Policy Guidelines 13: Transport (March 2001)

Good Practice Guide on Planning for Tourism

The London Plan (consolidated with Alterations since 2004) (2008)

Sustainability Appraisal of the London Plan (2004)

The Case for London – The Mayor of London's Submission to Spending Review (2004)



London Cultural Capital – Realising the potential of a world-class city (2004)

The London Housing Strategy – Draft for consultation with the London Assembly and functional bodies (2008)

London's Future: The Skills and Employment Strategy 2008-2013 (2008)

From street to stability: The Mayor's Rough Sleepers Strategy (2001)

Connecting with London's nature – The mayor's Biodiversity Strategy (2002)

Valuing Older People: The Mayor of London's Older People Strategy (2007)

Mayor's Housing Strategy (draft), September 2007

Way to Go! – Planning for Better Transport (Mayor of London, 2008)

TfL Disability Equality Scheme 2006-2009

TfL Gender Equality Scheme 2007-2010

TfL Race Equality Scheme 2008-2011

TfL Sexual Orientation Equality Scheme 2008-2011

Capital Gains – London Child Poverty Commission Final Report (2008)

GLA Equal Life Chances for All Policy Statement (Draft) (2008)

Strategic Environmental Assessment / Sustainability Appraisal of the Regional Economic Strategy Implementation Plan (2006) (South East England Development Agency)

Olympic Delivery Authority – Sustainable Development Strategy (2006)

Olympic Delivery Authority – Commitment to Sustainable Regeneration (2007)

ODA Equality and Diversity Strategy (2007)

ODA Transport Plan (2007)

Olympic Delivery Authority – Plan 2008 (2008)

Implications for the Strategy and the IIA

The plans, policies and programmes and objectives recognise the need for transport systems to have an accessible and well connected transport system. In particular, to ensure that the transport system facilitates access to jobs, education and healthcare for all Londoners, and that new housing developments have accessible and inclusive transport links.

5 Economic Progress



Integrating environment and sustainable development into economic and development co-operation policy, European Commission (2000)

This document develops a strategy which is designed to ensure that the natural environment is a key element in the European Union's support to developing countries. It recognises the global importance of the inclusion of sustainable development policies through increased awareness of environmental issues, and the importance of the coherence between policies on economic and development co-operation and other community-wide policies. The Commission recommends a series of key objectives which will result in increased integration of environmental policies in economic and development co-operation:

- Sustainable economic and social development: use of targeted structural adjustment programmes to reap positive environmental consequences of development;
- Integration into the world economy and private sector development: trade and regional integration undertaken pursuant to Multilateral Environmental Agreements (MEAs) and establishment of trade related intellectual property rights;
- Involvement in reduction of poverty: Implementation of policies that do not have significant undesirable trade-offs between poverty reduction and environmental enhancement; and
- Sustainable economic development with targeted focus on the inclusion of pro-environmental policies in less Economically Developed Countries.

Cross Reference: Progressing Sustainability and Climate Change

Towards a safer and more competitive high-quality road transport system in the Community – EU (2000)

Focusing on the important contribution a well-run road network can make to the economy, this report describes the need for fairer competition between transport firms and modes to promote cohesion within the road transport market. To that end it outlines several priority steps to achieve this:

- Providing better health and safety measures for road transport workers;
- Providing measures to protect the environment from road use;
- Training for drivers; and
- Greater monitoring of road transport.

Cross Reference: Safety and Security

Integrated Guideline for Growth and Jobs 2008-11, Commission of the European Communities (2007)

The guideline explores the nature and current position of the European economy with the intention of providing a series of broad macroeconomic and targeted microeconomic guidelines to ensure the continued economic growth and prosperity of the region. These guidelines are designed to aid Member States as they implement national reform programmes, and also enable them to make difficult but necessary changes to their economies to more efficiently meet the challenges of globalisation. It identifies high-priority policies which are vital to the growth and success of the European Community. It also provides a series of employment guidelines, which adherence to will allow the creation of more and better jobs to support an inclusive labour market. The key objectives of the European employment



guidelines are as follows:

- Full employment;
- Improving quality and productivity at work;
- Strengthening social and territorial cohesion; and
- Combating discrimination through removal of barriers to entry.

It is hoped that the implementation of these employment guidelines over the broad economic policy framework derived earlier in the paper will continue the trends of falling unemployment and increased economic growth across the European region.

As a continuation to this note, the Joint Employment Report for 2007-08 provides empirical findings on the success of the policies, and where the employment guidelines have not had significant impact, provides some limited recommendation as to further action that can be taken to ensure goals are met in coming years.

Cross Reference: Equality and Inclusion

Ten Years of the European Employment Strategy, European Commission (2007)

This review explores the implementation of the European Employment Strategy as a response to high levels of unemployment across the region in the late 1990s. It describes the evolution of the strategy from its origin at the Maastricht round of negotiations, through the Amsterdam and Luxembourg refinements, to its present incarnation. It describes the key objectives of the EES and how it has gone about meeting (and in most cases, beating) those targets, and recognises the impact it has had on the growth and prosperity of the European Union. It outlines a number of fundamental facets of the strategy, and how they have been influential in guiding Europe to a better future:

- Social and international dimensions;
- Human Capital;
- Youth Employment policies;
- Free movement of labour;
- “Flexicurity”; and
- European Social Fund.

Cross Reference: Equality and Inclusion, Progressing Sustainability

Recommendations for updates to BEPG, European Commission (2007)

The Council Recommendation builds on the Broad Economic Policy Guidelines laid down by the European Commission, and provides a member-state by member-state overview of the implementation of these policies in each country’s National Reform Programmes (NRPs). It comments on the level of adherence to the guidelines and the success of their implementation with specific reference to the economic performance of the particular member state. The Commission finds that the UK has made good progress in the implementation of its NRP, and that solid progress has been made in all policy areas – particularly in micro-economic and employment policy. The Commission recommends two measures which will further promote economic success and bring the UK fully in line with EU standards.

- Improve basic and intermediate skills amongst workers to the level of other comparable



economies, with the goal of increased productivity; and

- Provide further employment prospects for the disadvantaged in order to tackle exclusion.

Cross Reference: Equality and Inclusion, Economic Progress, Progressing Sustainability

Pricing: White Paper (SCADplus, 1996)

This paper suggests the strong need for harmonisation of charging principles to tackle transport problems. It identifies the disparate nature of charging systems between member states and the problems caused by these disparities. It suggests that the introduction of community-wide tailored charging policies can have significant monetary and social benefits in the European area. The White Paper sets out a community approach to infrastructure with four main aims:

- To improve the overall efficiency of the provision and use of European transport infrastructure;
- To promote fair competition;
- To safeguard the single market; and
- To enhance the sustainability of the transport system.

And these aims are devised from four fundamental concepts:

- The same fundamental principles should apply to all commercial modes of transport in each Member State of the European Union;
- Infrastructure charges should be based on the “user pays” principle;
- Charges should be directly related to the costs that users impose on the infrastructure and on others; and
- Charges should promote the efficient provision of infrastructure.

Cross Reference: Climate Change, Progressing Sustainability

A strategy for revitalising the Community’s railways, SCADplus White Paper (1996)

This document recognises the need to revitalise the Community’s railways in an effort to halt the falling demand for rail services. It appreciates that rail has many attractive factors which could make it an important mode across Europe, but also notes that a great many developments are needed before this can happen. It states that by creating a sound financial basis, ensuring freedom of access to all traffic and public services and promoting the integration of national systems and social aspects, a new type of railway can be promoted throughout Europe. The commission makes three general recommendations.

- Railways should have a clear financial structure, including division of responsibilities between the state and railway companies;
- Market forces should be introduced into rail, providing incentives for managers and workers to reduce costs and increase efficiency, as well as improving quality of service and developing new products;
- Improvement in public services will contribute to sustainable development, social cohesion, and regional balance in the EU; and
- Integration of national systems including interoperability without affecting jobs in either the railway or supply industries.



Cross Reference: Enhancing Accessibility and Progressing Sustainability

Proposal for a Council Directive on passenger car related taxes – EU (2005)

There is currently no legislation requiring EU member states to restructure their passenger car taxation system. However, this proposal is an attempt to encourage member states to establish a common structure for passenger car taxation. The report argues that such a move would benefit economic and environmental sustainability by restructuring the tax base to include elements directly related to carbon emissions. The proposal contains three main objectives for achieving this change:

- Abolishing car registration taxes over a five to ten year period;
- A system requiring member states to refund a portion of registration tax until it is abolished, when a passenger car that is registered in one member state is exported or permanently transferred to another member state; and
- Introducing a carbon dioxide element into the tax base of both annual circulation taxes and registration taxes.

Cross Reference: Progressing Sustainability

NAIADES – An Integrated European Action Programme for Inland Waterway Transport – EU (2006)

Building the sustainability goals of Commission's White Paper 'Transport Policy for 2010: time to decide', this report outlines the EU's vision for wider use of inland waterway freight transport. It emphasises the need for freight transport to be less energy intensive and safer, making the increased use of inland waterways a key goal to achieve this. The report highlights the economic and environmental sustainability benefits of such a move, arguing that inland waterway transport can reduce travel costs, increase industrial employment and is the most environmentally friendly mode of inland transport. To achieve this goal the EU has set out priorities in an action plan, including:

- Attracting new markets;
- Encouraging entrepreneurship;
- Improve administrative a regulatory framework;
- Improve logistics and safety of inland waterway transport;
- Attract workforce and increase human capital;
- Promote the mode as a successful business partner; and
- Improve infrastructure for development.

Cross Reference: Progressing Sustainability, Safety and Security, Climate Change

Eddington Transport Study – Advice to the UK Government (2006)

This report gives advice to the Government on the long term links between transport and the UK's economic growth, productivity and sustainability. Emphasising the great need for improvements to the transport network to sustain productivity and competitiveness, the report urges the government to shape transport policy around the structural and economic changes that are determining current transport needs. It also highlights the key role which the transport sector must play in the economy-wide efforts to reduce carbon emissions. The report includes 3 strategic priorities to meet current and



future challenges:

- Support successful agglomerated urban areas and their catchments;
- Maintain and improve international gateways; and
- Focus on the key inter-urban areas between these places.

Cross Reference: Progressing Sustainability

Regional Spatial Strategies: Guide to Producing Regional Transport Strategies – DfT

This document aims to strengthen the link between transport and spatial and economic planning. It emphasises the need for regional transport strategies to provide long term planning frameworks for transport in their regions, to create realistic, affordable transport and support the aims of housing growth and economic regeneration. The report covers four areas for regional transport strategy work:

- Achieving better joined-up regional strategies;
- Using evidence-based analysis to identify problems and setting objectives;
- Regional-specific transport issues to be included; and
- Translating objectives into policies, alternative ideas, priority of proposals.

Cross Reference: Progressing Sustainability

The Government's Response to the House of Commons Transport Committee: Overcrowding on Public Transport (2004)

This is the Government's response to the 2002-2003 report HC 201-I on overcrowding in public transport. Stating chronic overcrowding is unacceptable in modern Britain, the report argues that improving transport performance is the top priority of the Government. By encouraging innovative and simplified fares and more services a peak times, the Government is attempting to solve overcrowding problems and improve these areas:

- Business efficiency;
- Tourism image; and
- Health and safety on public transport.

Cross Reference: Health and Wellbeing, Safety and Security, Progressing Sustainability

Good Practice Guide on Planning for Tourism (DCLG, 2006)

The purpose of this guide is to:

- Relay to planners the importance of tourism and to ensure that tourism is considered when preparing development plans and making planning decisions;
- Ensure that the principles of national planning policy as applied to tourism can be understood by those involved in the tourism industry; and
- Facilitate cooperation between planners and the tourism industry in order to deliver sustainable tourism.

Cross Reference: Enhancing Accessibility



The Case for London: London's loss is no-one's gain, Mayor's case for investment (GLA, March 2004)

The submission to spending review 2004 considers the need for public investment and spending in London. It sets out the economic argument for continued investment in London, citing its strong links with the performance of the UK economy as a whole, and its widely diverse nature and international financial centre as key drivers behind the achievement of many of the government's key policy objectives. It outlines a number of key areas where investment is especially necessary, including transport, employment, housing, education, health, recruitment and retention of key workers, the community and the environment. It requests specific and targeted investment in order to meet the objectives of The London Plan and ensure the continued sustainable development of the city, and to ensure that the positive externalities it provides can continue to be distributed. The main investment aims and requests are summarised below:

- Transport: Gain secured funding for Crossrail bringing many agglomeration benefits and investment in other transport strategies outlined in TfL's Full Business Plan;
- Employment: 'Make work pay', use of working tax credit and/or investment in affordable childcare;
- Housing: Incentives to deliver more housing; subsidies focused on increasing supply;
- Health and education: Recruit and retain key workers; and
- Crime and the community: Investment in ring-fenced neighbourhood policing.

Cross Reference: Safety and Security, Health and Wellbeing, Equality and Inclusion, Progressing Sustainability

Update on London's Framework for Regional Employment and Skills action – London Skills Commission (2004)

Building on the London Plan and the Mayor's Economic Development Strategy, as well as reflecting on the policy pushes around education, training, innovation and competitiveness, the Framework for Regional Employment and Skills Action (FRESA) focuses on 'human capital' – the people of London and their abilities. FRESA identifies a number of key challenges faced by London in fulfilling the objectives outlined in the Mayor's strategic policy documents, and recognises the need for coordinated action and partnership with educational and labour market orientated organisations. It sets out a number of key objectives:

- Improve the chances for those in work and those seeking work;
- Enable the excluded to access work and sustainable employment;
- Meet employer's workforce development needs;
- Enable regional education partners to work together more efficiently;
- Enable RAS (Refugees and asylum seekers) to enter the economy; and
- Address ICT skills needed in small and medium enterprises.

It is hoped that in targeting these objectives, the shortfall in skills which has led to the reduced participation rate of Londoners in the workforce (as outlined in both The London Plan and the Mayor's Economic Development Strategy) can be eliminated, allowing the region's economy to prosper and inequality to be addressed.



Sustaining Success: Developing London's Economy, Mayor's Economic Development Strategy (2005)

The EDS sets out a plan for the sustainable, equitable and healthy growth and development of London's economy to 2016. Outlining the key features of London's economy (strong international nature; intrinsic links with the health and competitive position of the entire UK economy), the EDS asserts the importance of targeted investment as a catalyst to not only build on London's strengths and identify arising opportunities, but also to address its existing weaknesses and any threats on the horizon. It identifies a number of key policies and priorities which will allow the fulfilment of the objectives outlined in the Mayor's Spatial Development Strategy (also known as 'The London Plan'), and provides a key course of action to ensure the following objectives are achieved.

Objectives:

- Support the delivery of the London Plan to promote sustainable growth and economic development;
- Deliver an improved and effective infrastructure to support London's future growth and development; and
- Deliver healthier, sustainable, high quality communities and urban environments.

Key Policies:

- Investment in London's places (throughout London, particularly those with the capacity to meet the challenge of growth set out in the London Plan);
- Investment in infrastructure (including transport and new homes);
- Investment in people (to tackle the problems that bar so many people from realising their potential);
- Investment in enterprise (to help firms adapt, change and grow); and
- Investment in the marketing and promotion of London.

Cross Reference: Health and Wellbeing, and Progressing Sustainability

London's Future: The Skills and Employment Strategy 2008-2013 (2008)

This is a strategy outlined by the London Skills and Employment Board and the Mayor of London. Recognising the link between unemployment and child poverty, it seeks to address the problems faced by Londoners who have no qualifications and/or no employment. It emphasises the need to address these problems with particular regard to the high rates of unemployment and lack of qualifications faced by ethnic minority groups and the links between this and concentrations of violent crime. The overall objective of the strategy is to increase the skill levels of the population of London and raise employment rates. To achieve this it seeks to:

- Work with employers to better support them in providing more job and skills opportunities to Londoners, to the benefit of their businesses and to keep London's economy competitive;
- Support Londoners to improve their skills, job and advancement prospects through integrated employment support and training opportunities; and
- Create a fully integrated, customer-focused skills and employment system.

Strategic Environmental Assessment / Sustainability Appraisal of the Regional Economic



Strategy Implementation Plan (2006) (South East England Development Agency)

The purpose of the Regional Economic Strategy 2006 – 2016 was to set the vision for the strategic development of the South East over the next ten years. The aim of the strategy was to develop the South East as a world class region achieving sustainable prosperity. This aim was supported through three strategic objectives:

- Global competitiveness – international cooperation can provide opportunities;
- Smart growth – using resources more effectively in order to raise economic performance; and
- Sustainability prosperity – investing in and improving the quality of life in accordance with sustainable development principles to achieve long term prosperity.

This Strategy was subjected to a sustainability appraisal process. The sustainability appraisal process highlighted key issues to be addresses and established objectives with regards to sustainability.

Tackling of climate change and increased contact between businesses and Regional Strategy partners, sustainable construction, sustainability checklists and clear definition of organisations responsibilities and roles were among the key recommendations of this process.

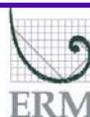
Cross Reference: Enhancing Accessibility, Climate Change, The Physical Environment and Health and Wellbeing, Progressing Sustainability

Regional Economic Strategy: South East SEEDA (2006)

This paper recognises that the South East is one of the world's most prosperous and successful regions and economies, but also that it faces many challenges. Outlining the potential difficulties arising in the region, it attempts to deliver practical policies for a sustainable future. Grouping policy goals into three categories (global challenge, smart growth and sustainable prosperity), the regional strategy for the South East recognises that targeted investment in key areas can deliver specific high level outcomes. Investment should be undertaken on the prescribed basis of partnership, where local authorities and central government work alongside the business community and private sector and environmental and cultural representatives to deliver desired results. Focusing on a combination of transformational actions and cross-cutting strategies, SEEDA proposes a set of specific business objectives, which it feels can be achieved by the region in the coming decade.

- The region should increase GVA per capita annually by at least 3%;
- The region should increase worker productivity by an average of 2.4%, reaching an average value of £50000 in 2016 (at constant prices);
- The region should stabilise and reduce the ecological footprint of its workers and businesses; reduce CO₂ emissions and increase contribution of renewable sources to electricity production;
- The proportion of business working internationally and with links with universities should increase;
- Increase skill levels and participation in employment of region's workforce;
- Reduce road congestion and pollution levels by improving travel choice, promoting public transport, managing demand and facilitating modal shifts; and
- Promote the creation of sustainable, affordable communities and better manage natural resources of the region.

Cross Reference: Progressing Sustainability, Climate Change



ODA Employment and Skills Strategy (2008)

This report outlines the ODA's commitment to providing fair and sustainable employment opportunities before, during and after the 2012 games. Recognising the huge opportunity to employ thousands of people (20,000 at the 2010 peak), the ODA has developed a partnership with the Government since 2007 to establish a National Skills Academy in Construction which aims to ensure people employed during the construction of the Olympic site will develop skills to have a rewarding career beyond 2012. The ODA has set out key objectives to achieve a sustainable transfer of skills and employment:

- Fill all jobs stemming from 2012 construction;
- Olympic site workforce composed of 10-15% of people from the host boroughs;
- 2,000 people in trainee apprenticeships on Olympic sites;
- Previously unemployed people making up 7% of construction workforce; and
- Strategy adopted as best practice by partners, regeneration agencies and others in the industry.

Cross Reference: Equality and Inclusion, Progressing Sustainability

The following reports are described in more detail elsewhere in this appendix, but have some relevance to this topic:

Cohesion and Transport, SCADplus (1999)

Air Transport and the Environment – Towards meeting the Challenges of Sustainable Development – EU (1999)

European Transport Strategy for 2010, SCADplus White Paper (2001)

Freight Transport Logistics in Europe – the key to sustainable mobility – EU (2006)

Planning Policy Guidelines 13: Transport (March 2001)

Every Child Matters– UK Government Green Paper (2003)

Stern Review – The Economics of Climate Change (2006)

Air Quality Strategy, Defra (2007)

Regeneration and the Historic Environment: Heritage as a catalyst for better social and economic regeneration (2005)

Delivering a Sustainable Railway, Department for Transport (2007)

Delivering a Sustainable Transport System (2008)

The London Plan: Spatial Development Strategy for London (2004)

Making London Better for All Children and Young People – The Mayor's Children and Young People's Strategy (2004)



Planning for a Better London – Mayor of London (2008)

The Mayor's Annual Report 2007/08

Commitment to Sustainable Regeneration: Olympic, Paralympic & Legacy Transformation Planning Applications for the Olympic Park (2007)

Implications for the Strategy and the IIA

The policies, plans and programmes and objectives reviewed establish clearly the importance of facilitating economic development and regeneration at European, national and regional levels. Such economic advancement can support other sustainability outcomes, such as helping to encourage inclusive employment and countering child poverty. The importance of transport investment and infrastructure to economic progress is an underlying theme, with some policies focussing on individual sectoral matters such as roads, freight transport and waterways. In particular the Eddington Report and the Mayor's Economic Development Strategy both emphasise how transport can support key economic drivers such as tackling congestion to reduce business costs, improving access to training and improving connections to international gateways. Several of the documents note the need to integrate economic and environmental policies, noting the application of pricing generally to reduce environmental impacts such as carbon emissions (e.g. through car taxation).

To align with these policies, the MTS should therefore seek to facilitate economic development, addressing the changing needs of London's spatial development and sectoral economic activity. The Appraisal Framework therefore provides a way of testing how the MTS addresses the need to support London's developing economy through measures that can, for example, increase labour catchments for employers; facilitate access to job opportunities and training; and stimulate the physical regeneration that can improve economic performance.

6 Climate Change

Air Transport and the Environment – Towards meeting the Challenges of Sustainable Development – EU (1999)

The report highlights the fact that air travel is a growing industry, however as it grows so do its contributions to carbon emissions. This growth is good for the economy of the EU but not for sustainable development since there has not been equal growth in environmentally friendly technology for aviation. In this light the EU has proposed a series of measures to address this imbalance:

- Increase the development/use of environmentally friendly technology;
- Introduce economic and regulatory measures to encourage wider use of environmentally friendly technology; and
- Integrate environmental costs into an air travel charging system.

Cross Reference: Economic Growth and Progressing Sustainability

European Climate Change Report – European Commission (2001)

The European Climate Change Policy was established to identify the most environmentally friendly and



cost-effective measures of meeting the UK's commitment to the Kyoto protocol. This report highlights the key targets of the European Community, and the contributions necessary for the Kyoto targets to be achieved. It recognises the importance of the multi-stakeholder consultative process in designing appropriate policy proposals, and sets out six key areas which should allow the EU to reach its Kyoto targets.

- De-carbonisation of energy supply;
- Improvement of energy efficiency, particularly in industry, households (retrofitting) and the services sector;
- Further reduction of nitrous oxide from the adipic acid industry and implementation of reduction options in the nitric acid industry;
- Reduction of methane emission in coal mining, the oil and natural gas system as well as waste and agriculture sectors;
- Reduction of fluorinated gases in specific applications, e.g. industrial processes, mobile air conditioning and commercial refrigeration; and
- Energy efficiency improvement measures in the transport system.

The report advocates the immediate implementation of a well designed and efficiently functioning emissions trading system across the European Community, and sets out a series of policies and measures to reduce the EU's GHG emissions.

Cross Reference: Health and Wellbeing

Second European Climate Change Program (ECCP II) (2005)

The purpose of the European Climate Change Programme is to reduce greenhouse gas emissions to 8% below 1990 levels by 2008-2012, as required by the Kyoto Protocol. In 2000 the European Commission established the ECCP in order to identify the most environmentally effective and most cost-effective policies and measures that can be taken at European level to reduce greenhouse gas emissions.

The European Climate Change Programme is a consultative process and includes inputs from the Commission, national experts, industry and the NGOs. The eleven working groups of the first ECCP examined the following areas:

- Flexible mechanisms: emissions trading;
- Flexible mechanisms: Joint Implementation and Clean Development Mechanisms;
- Energy supply;
- Energy demand;
- Energy efficiency in end-use equipment and industrial processes;
- Transport;
- Industry (sub groups established on fluorinated gases, renewable raw materials and voluntary agreements);
- Research;
- Agriculture;
- Sinks in agricultural soils; and



- Forest related sinks.

The options of each working group were explored by each group and the synergies with other EU policies and plans were explored. The second European Climate Change Programme, which was launched in October 2005, similarly explores the options available for reducing greenhouse gas emissions and the integration of strategy with other EU policies and plans. The working groups of the second European Climate Change Programme cover the following areas:

- Carbon capture and geological storage;
- CO₂ emissions from light-duty vehicles and cars;
- Emissions from aviation;
- A review of ECCP I consisting of 5 subgroups (transport, energy supply, energy demand, non CO₂ gases and agriculture);
- The EU Emission trading Scheme review; and
- Adaption to the effects of climate change.

Cross Reference: Progressing Sustainability

Reducing the Climate Change Impact of Aviation – EU (2005)

This report describes how the growth in air travel across Europe in recent years has contributed significantly to climate change. It provides details of the specific emissions which aviation contributes to climate change. Describing the current political context, which increasingly encourages a reduction in aviation emissions, the report outlines steps the EU believes should be considered to reduce aviation emissions while continuing to encourage economic efficiency. These include:

- Engaging in further research into aviation emissions and climate change;
- Improving air traffic management;
- Providing consistent energy taxation; and
- Attempting to internalise the environmental costs of aviation into the current emissions trading scheme.

Interim Advice by the Committee on Climate Change (2008)

The CCC is the first body of its kind in the world and is being set up under the Climate Change Bill. The Committee is made up of a team of experts from a range of disciplines and is chaired by Lord Adair Turner. This document is a letter from Lord Turner to the new Secretary of State for Energy and Climate Change, Ed Miliband and outlines the UK's targets until 2050. Recognising the challenges faced by the UK and the world in light of climate change, the committee argues that the UK should aim to reduce Kyoto greenhouse gas emissions by at least 80% below 1990 levels by 2050. It believes this is achievable by implementing policies which:

- Ensure energy efficiency improvements in buildings;
- Promote decarbonisation of the power sector;
- Promote decarbonisation of the transport sector;
- Promote decarbonisation of the heat sector; and
- Promote decarbonisation of industry.



Our energy future – creating a low carbon economy (Energy White Paper) (2003)

This white paper addresses the challenges faced by the energy sector when dealing with the issues of reliance on finite resources, climate change and the affordability of energy for businesses, industries and households. It redirects energy policy within the UK to take on board these issues. This paper focuses on the four key pillars of the environment, energy reliability, affordable energy for the poorest and competitive markets for businesses, industries and households. This new energy policy will reflect, reinforce and widen the UK's commitment to sustainable development and assist in the pursuit of economic, social and environmental objectives simultaneously.

The four goals of this energy policy are:

- Cut UK's CO₂ emissions by 60% by 2050;
- To maintain reliable supplies of energy;
- To promote competitive markets domestically and internationally, increasing sustainable economic growth and improving productivity; and
- To guarantee adequate and affordable home heating.

Cross Reference: Progressing Sustainability, The Physical Environment and Health and Wellbeing

Stern Review – The Economics of Climate Change (2006)

This is a report of a review conducted by Sir Nicholas Stern, head of the UK Government Economic Service on the economics of climate change and development. Regarding climate change as a serious global threat, the report argues that the benefits of taking strong and early action against its threats far outweigh the economic costs of not acting. The report notes that climate change will bring devastating affects to world health, access to water and food production, with the poorest countries being hit the hardest. Therefore, it suggests that action is required across all countries and the review outlines three policy areas to achieve this:

- Pricing carbon through tax, trading or regulation;
- Support the development and deployment of low-carbon technology; and
- Remove barriers to energy efficiency and educate and persuade individuals about what they can do to respond to climate change.

Cross Reference: Progressing Sustainability, Economic Progress

Climate Change the UK Programme 2006 (2006)

The Climate Change Programme sets out the UK's policies and priorities for action on tackling climate change and describes the Government's commitment to meeting both domestic and international targets for CO₂ reduction. The Programme deals with reducing CO₂ emissions in regards to the energy supply sector, the business sector, the transport sector, the domestic sector, the public sector and local government and the agriculture, forestry and land management sector. It also suggests that efforts will be made to educate the population and facilitate a change in lifestyles which will produce lower levels of CO₂. The principles which underpin this Strategy include:

- A necessary balanced approach with all individual sectors contributing;
- Enhance competitiveness of the UK, technological innovation, promotion of social inclusion and



reduce harm to people's health;

- Form an integrated approach by focusing on flexible and cost effective policy options;
- Take a long term view and consider the needs to adapt to the impacts of climate change; and
- The need to review the progress of the Programme regularly.

Cross Reference: Progressing Sustainability and The Physical Environment

Air Quality and Climate Change: A UK Perspective – Air Quality Expert Group (2007)

This report presents the findings of an investigation into the effects of air quality on climate change and vice versa. From this it proposes mitigation measures to protect air quality and reduce impacts on climate change. It also provides an extensive series of recommendations for policy-makers to consider, the most relevant of these being:

- Impact analysis of policies or specific developments, whether for industry, transport, housing etc., should take account of the interlinkages of emissions of air quality and climate change pollutants;
- Detailed consideration should be given to appropriate policy drivers and legislation that could be introduced to ensure that the reduction of greenhouse gas emissions is properly incorporated into regional and local government planning decisions; and
- A comprehensive life cycle analysis should be conducted comparing the environmental implications of electric and hybrid vehicles with each other and with conventionally-fuelled vehicles.

Carbon Pathways Analysis, Department for Transport (2008)

The Carbon Pathways Analysis recognises that averting climate change is one of the biggest challenges facing mankind. It suggests that if significant inroads are to be made into the reduction of the emission of greenhouse gases (GHGs) then every sector of the economy has a part to play, and specifically highlights the importance of the transport sector. It reiterates the goals of the previously published DfT document "Towards a Sustainable Transport System" (TaSTS) and begins to report on the progress made against these goals. It conducts an introductory analysis of the composition of carbon dioxide emissions by journey purpose and identifies sectors where emissions are disproportionately high, or where there is opportunity to make significant reductions in the level of emissions.

The overall objective is to follow up the TaSTS objective and closely examine potential cost-effective emissions reduction pathways for different types of journey and different transport modes.

Green light to clean power – The Mayor's Energy Strategy (2004)

This Strategy establishes the Mayor's proposals on how to change the way that energy is supplied and used in London. The overall goal of the Strategy is to develop a sustainable energy system in London by the year 2050. In conjunction with the objective of changing the energy systems it will also lead to an improvement in the environment, reduce the city's contribution to climate change, tackle fuel poverty and promote economic development.

The Strategy is based on the specific objectives of :

- Reducing CO₂ emissions and thus reducing London's impact on climate change. This is to be achieved by all sectors (commercial, domestic, industrial and transport) by enhancing energy



efficiency, combined heat and power; and using renewable energy and hydrogen;

- Eradicate fuel poverty, especially for those who are most vulnerable; and
- Contribute to the economy by increasing employment and innovation in related to delivering sustainable energy, and improving the housing and other building stock.

Various policies and proposals are detailed which will advance the strategy and help achieve the objectives.

Cross Reference: Health and Wellbeing

Action Today to Protect Tomorrow – Mayor’s Climate Change Action Plan (2007)

This Action Plan is the Mayor’s response to national and international pressure to reduce carbon emissions and greenhouse gases. It has the overarching goal to meet all scientific and government targets to reduce emissions. To achieve this, and in light of the Stern Review, the Action Plan emphasises the need to focus on energy efficiency. With specific reference to ground-based transport, the action plan seeks to:

- Reduce emissions from car and freight transport;
- Encourage Londoners to adopt sustainable travel (such as walking and cycling);
- Encourage greater use of low-carbon and energy efficient vehicles; and
- Encourage wider use of carbon pricing to discourage unnecessary travel.

The London climate change adaptation strategy – Summary draft report (2008) (final yet to be published)

The objective of this strategy is to begin the process of planning how London must adapt to changes in the climate in order to prevent deterioration in the quality of life. The strategy establishes a framework that:

- Identifies the likely impacts;
- Establishes who and what is at risk;
- Analyse changes to the risk of flooding, drought and heatwaves; and
- Informs a risk-based prioritisation of actions.

The strategy also considers the likely effect of climate change and the associated impacts on health, the economy and infrastructure.

Cross Reference: The Physical Environment and Health and Wellbeing

The following reports are described in more detail elsewhere in this appendix, but have some relevance to this topic:

World Summit on Sustainable Development – Earth Summit leading to the Johannesburg Plan of Implementation (Johannesburg, 2002)

Pricing: Green Paper/White Paper, SCADplus (1995/1996)

Integrating environment and sustainable development into economic and development co-



operation policy, European Commission (2000)

“Bringing our needs and responsibilities together” – Integrating environmental issues with economic policy, European Commission (2000)

European Transport Strategy for 2010, SCADplus White Paper (2001)

The Sixth Environment Action Programme of the European Community 2002-2012

Proposal for a council Directive on passenger car related taxes – EU (2005)

The EU Sustainable Development Strategy (SDS) (2006)

EU Directive 2008/50/EC Ambient Air Quality and Cleaner Air for Europe

Freight Transport Logistics in Europe – the key to sustainable mobility – EU (2006)

“NAIADES” – An Integrated European Action Programme for Inland Waterway Transport – EU (2006)

Environmental Statement Regulation 19 Further Information – Updated Non Technical Summary (2007)

Planning Policy Guidelines 13: Transport (March 2001)

Securing the Future – Delivering UK Sustainable Development Strategy: The UK Government Sustainable Development Strategy (2005)

Air Quality Strategy, Defra (2007)

One future: different paths – UK Shared Framework for Sustainable Development (2005)

Delivering a Sustainable Railway, Department for Transport (2007)

Delivering a Sustainable Transport System (2008)

Connecting with London’s nature – The mayor’s Biodiversity Strategy (2002)

The London Plan (consolidated with Alterations since 2004) (2008)

Sustainability Appraisal of the London Plan (2004)

The Case for London – The Mayor of London’s Submission to Spending Review (2004)

Water matters – The Mayor’s Draft Water Strategy (2007)

The London Housing Strategy – Draft for consultation with the London Assembly and functional bodies (2008)

The Mayor’s Annual Report 2007/08

Way to Go! – Planning for Better Transport (Mayor of London, 2008)



Planning for a Better London – Mayor of London (2008)

Regional Economic Strategy: South East SEEDA (2006)

Strategic Environmental Assessment / Sustainability Appraisal of the Regional Economic Strategy Implementation Plan (2006) (South East England Development Agency)

Olympic Delivery Authority – Sustainable Development Strategy (2006)

Olympic Delivery Authority – Commitment to Sustainable Regeneration (2007)

Implications for the Strategy and the IIA

The policies, plans and programmes and objectives set out the urgency of dealing with climate change, both in terms of reducing the carbon emissions which cause it and ensuring future proofing to protect against it. There is a clear legislative steer towards addressing and abating climatic change across all sectors/sources. Following the Stern Report the UK has established progressive targets for achieving this and it is the responsibility of all stakeholders to collectively work towards the targets established and indeed, move beyond these to further reduce our carbon footprint. Transport is a key source of CO₂ emissions and is, thus, a key sector with respect to progressing carbon constrained policy, and indeed greater sustainability generally. The MTS is, therefore, challenged with contributing towards more sustainable transport provision within London and providing a context for further engagement with stakeholders to achieve this collaboratively.

It is also necessary that future plans for transport in London have due regard to the likely impacts of more severe weather conditions.

In light of this, the Appraisal Framework includes specific appraisal objectives in relation to carbon emissions from transport and future proofing which will be used to evaluate the performance of the emerging Strategy. These appraisal objectives will play an important role in developing MTS to take full account of transport-related climatic factors and climate change.

7 The Physical Environment

The Convention on Biological Diversity, Rio de Janeiro (1992)

The convention (known informally as the Biodiversity Convention) recognized for the first time in international law that the conservation of biological diversity is *“a common concern of humankind”*.

The Convention has three main goals:

- Conservation of biological diversity (or biodiversity);
- Sustainable use of its components; and
- Fair and equitable sharing of benefits arising from genetic resources.

Cross Reference: Progressing Sustainability

EU Directive on the Conservation of Wild Birds (79/409/EEC)



Council Directive 79/409/EEC on the conservation of wild birds (the 'Birds Directive') is one of the EU's two directives in relation to wildlife and nature conservation (the other being the Habitats Directive).

The Directive provides for the protection of all European wild birds and the habitats of listed species. It led to the setting up of a network of Special Areas of Conservation, which together with the existing Special Protection Areas form a network of protected sites across the European Union known as Natura 2000 sites.

Cross Reference: Progressing Sustainability

Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)

The convention sets out to:

- Conserve wild flora and fauna and their natural habitats;
- Promote co-operation between states;
- Monitor and control endangered and vulnerable species; and
- Assist with the provision of assistance concerning legal and scientific issues.

The convention led to the creation in 1998 of the Emerald network of Areas of Special Conservation Interest (ASCIs) throughout the territory of the parties to the convention, which operates alongside the European Union's Natura 2000 programme.

Cross Reference: The Progressing Sustainability

EU Habitats Directive (92/43/EEC)

Council Directive 92/43/EEC on the Conservation of natural habitats and of wild fauna and flora (the 'Habitats Directive') is one of the EU's two directives in relation to wildlife and nature conservation (the other being the Birds Directive).

The Directive aims to protect some 220 habitats and approximately 1000 species listed in the directive's Annexes (considered to be of European interest), and is the EU response to the Berne Convention. It led to the setting up of a network of Special Areas of Conservation, which together with the existing Special Protection Areas form a network of protected sites across the European Union known as Natura 2000 sites.

Cross Reference: Progressing Sustainability

The Conservation (Natural Habitats, &c.) Regulations 1994

The EU Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (EC Habitats Directive) was transposed into UK law via the Conservation (Natural Habitats, &c.) Regulations 1994. These regulations have subsequently been amended in 1997 and again in 2000 (England only). The Regulations allow for the designation and protection of European Sites, the protection of European protected species, and the adaptation of planning and other controls for the protection of European Sites. Under these Regulations UK Ministers, government departments, public bodies and persons holding public office must have regard to the EC Habitats Directive in the exercising of their functions.

EU Air Quality Framework Directive 1996/62/EC



This Directive set's down air quality standards in Member States for a wide variety of pollutants. The Directive outlines how ambient air quality should be monitored, assessed and managed. Four 'daughter' directives have been developed, each focusing on a specific range of air quality pollutants.

The various Directives (and transposing UK Regulations) set various air quality thresholds for the protection of human health, vegetation and ecosystems, above which action must be taken. Various thresholds are set for the following pollutants:

- Sulphur dioxide (SO₂);
- Nitrogen dioxide (NO₂);
- Particular matter (PM₁₀ and PM_{2.5});
- Lead (Pb);
- Carbon monoxide (CO);
- Benzene;
- Arsenic;
- Cadmium;
- Nickel; and
- Benzo(a)pyrene.

Cross Reference: Safety and Security

EU Water Framework Directive (2000/60/EC)

The Directive requires the attainment of good quality ("good status") in all inland surface waters, estuarine and coastal waters (to a distance of one nautical mile) and groundwater by 2015. The Directive requires that waters be managed as hydrological units, i.e. as individual river catchments or groups of contiguous catchments, termed river basin districts (RBDs). Some of the key overall objectives of the WFD include:

- to protect and enhance the status of aquatic ecosystems (and terrestrial ecosystems and wetlands directly dependent on aquatic ecosystems);
- To promote sustainable water use based on long-term protection of available water resources;
- To provide for enhanced protection and improvement of the aquatic environment by reducing/phasing out of discharges, emissions and losses of priority substances;
- To contribute to mitigating the effects of floods and droughts; and
- To establish a register of 'protected areas' e.g. areas designated for protection of habitats or species.

Cross Reference: Progressing Sustainability

Clean Air for Europe (CAFÉ) (2001)

CAFÉ consists of a technical analysis and policy development that underpinned the development of the Thematic Strategy on Air Pollution under the Sixth Environmental Action Programme. The major elements of the CAFÉ programme are:



- Thematic Strategy on Air Pollution (COM(2005) 446); and
- Directive on Ambient Air Quality and Cleaner Air for Europe (the “CAFÉ” Directive) (COM(2005) 447).

The CAFÉ Directive brought together the following instruments under one legal act:

- Council Directive 96/62/EC on ambient air quality assessment and management (“Framework Directive”);
- Council Directive 1999/30/EC relating to limit values for sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air, (“First Daughter Directive”);
- Directive 2000/69/EC of the European Parliament and of the Council relating to limit values for benzene and carbon monoxide in ambient air, (“Second Daughter Directive”);
- Directive 2002/3/EC of the European Parliament and of the Council relating to ozone in ambient air, (“Third Daughter Directive”); and
- Council Decision 97/101/EC establishing a reciprocal exchange of information and data from networks and individual stations measuring ambient air pollution within the member States, (“Exchange of Information Decision”).

Cross Reference: Progressing Sustainability and The Physical Environment

The Sixth Environment Action Programme of the European Community 2002-2012

The 6th EAP adopted by the European Parliament and Council on 22nd July 2002 sets out the framework for environmental policy making within the EU until 2012. It also details the actions which need to be followed through in order to achieve its objective. The main areas of concern identified in the 6th EAP are:

- Climate change;
- Nature and biodiversity;
- Environment and health; and
- Natural resources and waste.

It suggests that environmental protection requirements should be integrated into all Member States policies and actions. The 6th EAP describes seven Thematic Strategies which constitute the framework for action at EU level in each of the main areas of concern. The seven Thematic Strategies include:

- Air;
- Waste prevention and recycling;
- Marine Environment;
- Soil;
- Pesticides;
- Natural resources; and
- Urban Environment.

The 6th EAP also establishes strategic approaches to meet goals and objectives with regards to environment, such as the development of legislation, the integration of environmental protection into policies and the promotion of sustainable production and consumption patterns.



Cross Reference: Progressing Sustainability, Climate Change and Health and Wellbeing

EU Floods Directive (2007/60/EC)

Directive 2007/60/EC on the assessment and management of flood risks entered into force on 26 November 2007. This Directive requires Member States to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk. The Floods Directive shall be carried out in coordination with the Water Framework Directive (see above), notably by flood risk management plans and River Basin Management Plans being coordinated, and through coordination of the public participation procedures in the preparation of these plans.

Cross Reference: Safety and Security

Biodiversity – The UK Action Plan (1994)

As committed to upon signing, the Convention on Biological Diversity at Rio de Janeiro in 1992 the UK government was obliged to prepare a Biodiversity Action Plan. Within the Action Plan the range and variation of species to be found in the UK is described and is examined from a historical and geographical perspective. It also highlights the threats, problems and opportunities facing biodiversity within the UK and stresses that environmental awareness and education will be essential to the success of the Plan. A work programme, describing the mechanisms for implementation, reporting and review, and the technique and programmes necessary to achieve biodiversity targets is also included in the Action Plan.

Planning Policy Guidance 15 (PPG15): Planning and the Historic Environment (1994)

This PPG details the Government's policies on the identification and protection of historic buildings, conservation areas and other elements of the historic environment.

It sets out the role of the planning system with regards to the historic environment and indicates that it must take account of the Government's objectives of promoting sustainable economic growth and make provisions for development to meet the economic and social needs of the community.

The document adopts a two pronged approach to dealing with the issues of planning and the historic environment. On one hand it deals with aspects of conservation policy which interact with the planning system, whose operation is the responsibility of the Secretary of State for the Environment. On the other hand it also deals with aspects of conservation policy which are less directly linked to the planning system, and are the responsibility of the Secretary of State for National Heritage.

The PPG highlights the need for local highway and planning authorities to take full account of the wider costs of transport choices, including the impact on the historic environment when developing new projects and policies. Major new transport infrastructure developments can have an especially wide-ranging impact on the historic environment, not just visually and physically but indirectly, for example, by altering patterns of movement or commerce and generating new development pressures or opportunities in historic areas. The PPG also advocates the use of appropriate street furniture to match the historic surroundings of streets.

Planning Policy Guidance 2 (PPG2): Green Belts (1995) (Amended 2001)

This Planning Policy Guidance 2 (PPG2) describes the history and spatial extent of Green Belts in



England and explains the reasoning behind their provision. It outlines how Green Belts are designated and how their land is protected against development pressures. The PPG2 details the intentions of Green Belt Policy, notably its contribution to sustainable development. The principle aim of Green Belt policy is to prevent urban sprawl and to maintain permanently open lands. Green Belts have a significant influence on the shape and pattern of urban development at sub-regional and regional scales. Therefore, when drawing Green Belt boundaries attention should be paid to the need to promote sustainable patterns of development. In addition to detailing the possible uses of Green Belt land PPG2 also lists five key purposes for including lands in Green Belts:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns from merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Cross Reference: Enhancing Accessibility

Planning Policy Statement 23 (PPS23): Planning and Pollution Control (2004)

This planning Policy Statement, PPS23, replaces the previous Planning Policy Guidance Note 23 *Planning and Pollution Control*. This statement advises on issues of

- The quality of the land, air or water and the potential impacts arising from development;
- The locating of development which may give rise to pollution;
- The controls under the planning and pollution control regimes; and
- The potential to deal with land contamination through development.

This statement draws heavily on the Government's commitment to sustainable development and the notion that planning should become a more strategic, proactive force for economic, social and environmental well-being. It also highlights the Government's commitment to using the precautionary principle as signed up to under the 1992 *Rio Declaration on Environment and Development*. This requires the Government to ensure that an assessment of the costs and benefits of an action has been conducted and that there is transparency in the decision-making process. The statement also outlines the other national and international obligations regarding pollution control. The overall aim of this planning and pollution control policy is to guarantee the sustainable and beneficial use of land and encourage reuse of brownfield lands in preference to greenfield sites.

Planning Policy Statement 9 (PPS9): Biodiversity and Geological Conservation (2005)

This document sets out the planning policies on the protection of biodiversity and geological conservation. The *Planning Policy Guidance Note 9 (PPG9) on nature conservation* has been subsequently replaced by this PPS. This document describes the Government's objectives for planning as:

- Promoting sustainable development by ensuring that biological and geological diversity are conserved and enhanced as an integral part of social, environmental and economic development, so that policies and decisions and use of land integrate biodiversity and geological diversity with other considerations;



- Conserving, enhancing and restoring the diversity of England's wildlife and geology by sustaining, and where possible improving, the quality and extent of natural habitats and geological and geomorphological sites, the natural physical processes on which they depend, and the populations of naturally occurring species which they support; and
- Contributing to rural renewal and urban renaissance by:
 - Enhancing biodiversity in green spaces and among developments so that they are used by wildlife and valued by people, recognising that healthy functional ecosystems can contribute to a better quality of life and to people's sense of well-being; and
 - Ensuring that developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment.

It also details key principles which should be applied at national, regional and local scales to ensure that the potential impacts of planning decisions on biodiversity and geological conservation are fully considered.

Cross Reference: Health and Wellbeing

Planning Policy Guidance 16 (PPG16): Archaeology and Planning (2006)

This planning policy guidance establishes the Secretary of State's policy on how archaeological remains on land should be preserved or/and recorded in both urban and rural settings. This document provides information for planning authorities, property owners, developers, archaeologists, amenity societies and the general public. It provides advice on how archaeological remains and discoveries are to be dealt with under the development plan and control systems, including the weight to be appropriated to them in planning decisions and the use of planning conditions. This guidance document explains and elaborates the existing legislative planning framework with regards to archaeological remains.

Planning Policy Statement 25 (PPS25): Development and Flood Risk (2006)

The aim of PPS25 is to ensure that flood risk is taken into account at all stages in the planning process. This will prevent inappropriate development in areas at risk of flooding and direct development away from the areas of highest risk of flooding. Where development is necessary in areas of risk this statement advises on how to make it safe without increasing the flood risk elsewhere and where possible, reducing the flood risk overall.

According to this statement, Regional planning bodies and local planning authorities should prepare and implement planning strategies that help to deliver sustainable development by appraising the risk of flooding, managing the risk and reducing it. It encourages regional planning bodies and local planning authorities to prepare Strategic Flood Risk Assessments and to take full account of the flooding issues within their administrative areas. It recommends that strategic plans should be developed to avoid development in flood risk areas.

Cross Reference: Safety and Security

Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (PPG17) (2006)

This planning policy document details how opportunities and needs for sport and recreation provision and open space of recreation value are to be assessed within the planning system. It states that local



authorities are responsible for the communities need for recreational space. It also details which policies need to be considered by regional planning bodies in the preparation of Regional Planning Guidance.

Cross Reference: Health and Wellbeing

Transport and the Historic Environment (2004)

This is an English Heritage policy statement which sets out the broad principles of the organisation's vision for long-term national transport policy. It is intended to inform decisions at local and regional levels as well as stating English Heritage's position on government policy.

Properly planned transport can make important contributions to the environment. However, it highlights how transport can impact on the historic environment in two ways: existing traffic and the construction of new infrastructure. Increasing levels of congestion can have an impact on the quality of life in towns, cities and the countryside, as well as detracting from historic areas and buildings. New transport infrastructure or schemes may be small scale but could have a disproportionate impact on particularly sensitive historic sites.

English Heritage's vision for long-term transport policy is where government, its agencies and local authorities co-operate to:

- Encourage a switch to less damaging forms of transport and promote planning policies that help to reduce the need to travel;
- Seek imaginative solutions to transport problems;
- Ensure that transport appraisals properly assess the impacts of development on the historic environment;
- Take account of the wider historic environment;
- Continue to promote good design and push hard for proposals that recognise local and regional distinctiveness;
- Encourage innovative transport management strategies; and
- Minimise the impact of air travel on the historic environment.

Cross Reference: Health and Wellbeing

Regeneration and the Historic Environment: Heritage as a catalyst for better social and economic regeneration (2005)

This document outlines the English Heritage approach to regeneration. It looks at how the re-use of heritage assets is important to sustainable development and helps to retain local character and distinctiveness. It includes a checklist for successful regeneration and case study examples of projects.

For English Heritage, successful regeneration means bringing social, economic and environmental life back to an area. It transforms places, strengthens a community's self-image and re-creates viable, attractive places which encourage sustained inward investment. To this end, regeneration must focus on:

- Re-using existing buildings as a simple way of achieving sustainability;
- Re-using buildings and adapting landscapes to help reinforce a sense of place;



- New large-scale developments which risk losing the fine grain that characterises historic areas;
- Re-used buildings which can often be sold for a premium compared to a similar new-build property;
- Restoring the historic environment which creates jobs and helps underpin local economies;
- An attractive environment that can help to draw in external investment as well as sustaining existing businesses of all types, not just tourism-related;
- The historic environment which can contribute to the quality of life and enrich people's understanding of the diversity and changing nature of their community;
- Historic places which are a powerful focus for community action; and
- The historic environment which has an important place in local cultural activities.

Cross Reference: Health and Wellbeing, Economic Progress, Progressing Sustainability

Heritage Works: The use of historic buildings in regeneration (2008)

This is a toolkit produced by English Heritage aimed at all organisations and individuals engaged in regeneration programmes. It identifies the qualities and benefits that heritage assets can bring to regeneration projects, but also looks at ways of avoiding or addressing particular issues that can occur when dealing with listed buildings and historic areas. The study provides a step by step guide on how to bring forward a heritage-led regeneration project. It has been designed to assist developers, owners, community groups, practitioners, local authorities and others in undertaking and completing successful projects.

Streets for All: A guide to the management of London's streets (2000) & Streets for All: Guidance for practitioners (2005)

This is English Heritage's guide to make the streets of London attractive, safe and enjoyable spaces for people. It forms an important part of the work of English Heritage and the other co-sponsors to secure access for all and sustainable community regeneration. The primary aim of the guidance is to help improve the appearance of London's streets by showing how practical solutions can be achieved to common highway problems and how good practice can become normal practice. The underlying principles are to reduce clutter, co-ordinate design and reinforce local character.

Cross Reference: Health and Wellbeing

Connecting with London's nature – The Mayor's Biodiversity Strategy (2002)

The Biodiversity Strategy was a requirement of the Greater London Authority Act 1999 and was the first regional biodiversity strategy that is based on legislation. It describes the Mayor's aim for protecting and conserving London's natural open spaces. Its overarching aim is to ensure that there is no loss of wildlife habitats within London and that more spaces suitable for wildlife are created and made accessible. This Strategy was the first step in establishing a Londonwide framework for maintaining London's diversity of wildlife, as part of an integrated set of strategies to achieve sustainable economic growth.

The Strategy describes the current condition of biodiversity in London and the existing programmes of conservation being pursued, as well as identifying linkages of the Biodiversity Strategy with other strategies of the Mayor. The Strategy details 14 policies and 72 proposals, and lists the main partners who will be responsible for advancing each proposal. The monitoring of the implementation of the policies



and proposals and the process of reviewing the Strategy are also detailed within this Biodiversity Strategy.

Cross Reference: Progressing Sustainability, Enhancing Accessibility, Climate Change, The Physical Environment and Health and Wellbeing

Rethinking Rubbish in London – The Mayor’s Municipal Waste Management Strategy (2003)

The aim of this Strategy is that by 2020 London’s future as a sustainable city will not be compromised by municipal waste. In order to do so it will be necessary to change lifestyle habits and improve the management of waste. The Strategy is essentially lead by waste reduction, reuse and recycling. In order to achieve the objective of reducing the amount of municipal waste being sent to landfill the Strategy suggests various policies and proposals. The policies and proposals are based on the following key areas:

- Waste reduction;
- Recycling and composting;
- New recycling industries and jobs;
- Promotion, education and encouragement of recycling;
- Recovery and treatment;
- Street litter;
- Transport of waste;
- Waste infrastructure;
- Costs and funding;
- Waste contracts and strategies;
- Waste database for London; and
- Implementation and monitoring of progress.

Cross Reference: Progressing Sustainability

Water matters – The Mayor’s Draft Water Strategy (2007)

The purpose of this Strategy is to promote improved water management and considers all aspects of water management. The Strategy also focuses on the integration of land and water management. With regards to water policy, the priorities for London include:

- The long-term sustainability of assets, facilitated by proper attention and maintenance;
- Make further improvements to the drinking water and the water environment; and
- Pay attention to the costs of water and how the pricing impacts on those least able to afford it.

The objectives of the Strategy are:

- To secure a fair share of water for Londoners and London’s water-related environment through the best use of available water;
- To minimise the release of wastewater into the clean water environment; and
- To reduce the threat to people and their property from flooding and to mitigate its effects.



Cross Reference: Progressing Sustainability, Climate Change and Health and Wellbeing

Environmental Statement Regulation 19 Further Information – Updated Non Technical Summary (2007)

This summary states that before each planning permission can be granted, an Environmental Impact Assessment (EIA) must be carried out in order to identify the likely significant environmental effects of the individual projects. This is to ensure that adequate preparations have been made to mitigate, remove, reduce or offset adverse effects. Applications have been lodged for planning permission for the site preparations at the locations of the facilities to be developed in order to accommodate the Olympics in 2012. Planning permission has also been sought for the provision and use of the Olympic and Paralympic facilities and their Legacy transformation, relocation or removal.

This Environmental Statement briefly describes the sites and scheme to be developed over the coming years. The construction phase will run from 2007 – 2011, with the Olympics being held in 2012. The Olympic Legacy Transformation will occur 2013 – 2014 with the Olympic Legacy extending 2015 – 2021. With regards to these stages a seven-point scale is used to assess the significance of the impacts identified. The impacts identified are dealt with under the following categories:

- Traffic and transport;
- Socio-economic and community effects;
- Economic;
- Social;
- Retail;
- Open space;
- Sports and Leisure;
- Townscape and visual;
- Energy and Carbon Dioxide emissions;
- Microclimate;
- Archaeology and cultural heritage; and
- Electromagnetic interference.

Cross Reference: Climate Change

Olympic Delivery Authority – Design Strategy 2007 – designing for legacy

It is the aim of the Olympic Delivery Authority that the infrastructure that is put in place in order to facilitate the Olympic Games will be of benefit for many years following. The ODA have committed to a number of construction objectives with regards to design:

- They will encourage visionary designs, and provided opportunities for artists and designers to include their ideas/designs;
- Designers will be chosen based on the ability, quality of their work and appropriate to the scale of the particular project;
- Third party design review, as well as other tools, will be used to assess design quality; and



- Procurement decisions will be based on best value as opposed to other criteria.

The following reports are described in more detail elsewhere in this appendix, but have some relevance to this topic:

World Summit on Sustainable Development – Earth Summit leading to the Johannesburg Plan of Implementation (Johannesburg, 2002)

The EU Sustainable Development Strategy (SDS) (2006)

Our energy future – creating a low carbon economy (Energy White Paper) (2003)

Securing the Future – Delivering UK Sustainable Development Strategy: The UK Government Sustainable Development Strategy (2005)

One future: different paths – UK Shared Framework for Sustainable Development (2005)

Climate Change the UK Programme 2006 (2006)

The Case for London – The Mayor of London’s Submission to Spending Review (2004)

The London Plan (consolidated with Alterations since 2004) (2008)

Sustainability Appraisal of the London Plan (2004)

Mayor’s Housing Strategy (draft), September 2007

Way to Go! – Planning for Better Transport (Mayor of London, 2008)

The London climate change adaptation strategy – Summary draft report (2008) (final yet to be published)

Strategic Environmental Assessment / Sustainability Appraisal of the Regional Economic Strategy Implementation Plan (2006) (South East England Development Agency)

Olympic Delivery Authority – Sustainable Development Strategy (2006)

Commitment to Sustainable Regeneration: Olympic, Paralympic & Legacy Transformation Planning Applications for the Olympic Park (2007)

ODA– Commitment to Sustainable Regeneration (2007)

Olympic Delivery Authority – Design and construction Health, Safety and Environment Standard

Implications for the Strategy and the IIA

The physical environment encompasses a wide spectrum of factors, from waterscapes to greenscapes, the underlying premise being the protection and enhancement of these valuable assets for the benefit of current and future generations. The policies, plans and programmes and objectives establish a broad scope for delivering upon this premise, setting out both the planning context and key principles of sustainable management which usefully informs both the Strategy and the objectives set out in the

Appraisal Framework for analysis. It is important that protection and enhancement of the physical environment is delivered by the Strategy both with respect to ongoing services, facilities and operations but also with respect to planning and delivery of future infrastructure and services. This is of particular importance with regard to the need for future proofing and in the context of climate change mitigation and adaptation. The Appraisal Framework, therefore, establishes objectives in relation to the physical environment that arise under the specific heading of the Physical Environment but also wider sections such as Climate Change and Health and Wellbeing. The inter-relationships between these objectives and issues are critical to ensuring the Strategy maximises the benefits which can accrue from its delivery.

8 Equality and Inclusion

Council Directive 2000/43/EC: Implementing the principle of equal treatment between persons irrespective of racial or ethnic origin – EU directive for a race equality framework (2000)

The directive presents a framework to tackle discrimination based on racial or ethnic identity within the EU by putting into effect the principle of equal treatment. Reasserting racial and ethnic equality as fundamental values of the EU, it confirms that this legislation applies in all areas of employment, education, provision of healthcare and access to all other provision of goods or services. It also outlines social dialogue and dialogue with non-governmental organisations to encourage the use of equal treatment in these areas. The key principles of the directive include:

- Defining discrimination based on racial or ethnic identity;
- Establishing a legal framework to tackle such discrimination; and
- Methods to foster the use of equal treatment in the scope areas.

Cross Reference: Enhancing Accessibility

Council Directive 2000/78/EC: Establishing a general framework for equal treatment in employment and cooperation – EU directive for an employment equality framework (2000)

This directive presents a framework to tackle discrimination in employment or occupation based on religion or belief, age, disability or sexual orientation. Reasserting religious, age, disability and sexual orientation equality as fundamental values of the EU, it confirms that the legislation applies in both the private and public sectors. It also outlines social dialogue and dialogue with non-governmental organisations to encourage the use of equal treatment in work places. The key principles of the directive include:

- Defining discrimination in employment or occupation settings;
- Establishing a legal framework to tackle such discrimination; and
- Methods to foster the use of equal treatment in work places.

Strengthening passenger rights within the European Union, European Commission (2005)

This report explains that sustained economic growth, reduced transport costs and progress towards a



single "European Area" have resulted in a boom in mobility within Europe. However, the removal of borders and barriers to travel has not resulted in sufficient measures to protect passenger rights. It recognises there are no passengers' associations at European level for any type of transport, and is concerned that passenger rights are being neglected in boom transport sectors. It briefly summarises existing legislation in the aviation industry and attempts to apply these principles to the rail sector, concluding that mandatory regulation would reverse the recent decline in passenger numbers. The Commission identifies rights that should be strengthened by community action:

- Specific measures in favour of persons with reduced mobility;
- Automatic and immediate solutions when travel is interrupted;
- Liability in the event of death or injury of passengers;
- Treatment of complaints and means of redress; and
- Passenger information.

A roadmap for equality between women and men 2006-2010 – European Commission Gender Equality Framework (2006)

The roadmap builds on the 2001-2005 gender framework and represents the European Commission's principles and priorities for gender equality within the EU over the period 2006-2010. It reasserts gender equality as a fundamental right and common value of the EU, and its role to achieve the wider objectives of economic growth, employment and social cohesion. Outlining the Commission's priority objectives and actions, its position as a global advocate for gender equality and its commitment to driving the agenda forward through the future, the roadmap sets out six priority areas:

- Equal economic independence for women and men;
- Reconciling professional life with private family life;
- Equal representation in decision-making;
- Eradication of all gender-based violence;
- Elimination of gender stereotypes; and
- Promotion of gender equality in external and development policies.

Cross Reference: Health and Wellbeing, Safety and Security

Rights of people with reduced mobility when travelling by air, European Parliament (2006)

This regulation states that the single market for air services should benefit all citizens in general, and that disabled people and people with reduced mobility should have the same right as all other citizens to free movement, freedom of choice and non-discrimination. It establishes rules for the protection and provision of assistance to disabled people and people with reduced mobility travelling by air both to protect them from discrimination and to improve the quality of service they receive. It produces legal precedent which defines the role of the airport, air carrier, and staff of these two entities. It attempts to achieve certain key objectives with the ultimate aim of increased equality for all citizens of the European Union.

Key objectives:

- Prevention of refusal of carriage to disabled/reduced mobility persons;
- Improved transmission of information by carriers and airports regarding requests for assistance;

- Clearly defined rights to assistance at airports;
- Clearly defined roles and responsibilities for providing assistance at airports; and
- Increased provision of training, quality assurance and compensation.

Cross Reference: Enhancing Accessibility

UK Equality Act (2006)

This act outlines measures to establish the Commission for Equality and Human Rights and dissolve the Equal Opportunities Commission, Commission for Racial Equality and the Disability Rights Commission. It confirms the role of the new commission and outlines the importance of encouraging and understanding of equality, diversity and rights, enforcing equality enactments, and eliminating unlawful discrimination and harassment. The act also reasserts the importance for the respect of human rights within the UK. The key principles of the act include:

- Outlining the role of the new Commission for Equality and Human Rights;
- Clarifying when discrimination is unlawful; and
- Clarifying discrimination based on sexual orientation, disability, race, religion and belief.

Every Child Matters– UK Government Green Paper (2003)

This green paper outlines the Government's ideas for tackling the problems associated with disadvantaged children in the UK. Focusing on the past failings of social services, the paper highlights the main areas of concern surrounding child disadvantage, including high levels of truancy, lack of education for many 16-18 year olds, homelessness, crime amongst young people and economic and health disadvantage. In response to these problems the Government has set out four main areas of action to focus on:

- Supporting parents and carers;
- Early intervention and effective protection;
- Local, regional and national integration and accountability; and
- Workforce reform.

Cross Reference: Health and Wellbeing, Economic Progress, Safety and Security, Enhancing Accessibility

From street to stability: The Mayor's Rough Sleepers Strategy (2001)

The strategy emphasizes the GLA's unique position to make a difference to London's many rough sleepers and builds on the work of the government's Rough Sleepers Unit (RSU). It outlines the mayor's plans to address the wide variety of needs rough sleepers in London have and reconnect them to state services and occupation programmes. The strategy includes a framework for moving rough sleepers from the 'street to stability':

- Empower individuals;
- Improve service delivery;
- Improve provision of information to rough sleepers; and



- Ensure a stable off-street environment.

Cross Reference: Health and Wellbeing, Safety and Security

Making London Better for All Children and Young People – The Mayor’s Children and Young People’s Strategy (2004)

This strategy outlines the Mayor’s framework for building and sustaining a child-friendly London. Recognising that London’s child poverty rates are significantly higher than the rest of the UK and the wide diversity of young people’s backgrounds, the strategy aims to ensure all children and young people enjoy healthy and safe lives, have full access to education and have secure economic wellbeing. Using the UN Convention on the Rights of the Child and the Government’s ‘Every Child Matters’ Green Paper as its foundations, the strategy outlines an action plan with the principles of:

- Promoting the systematic participation of young people in decision-making in all areas of their lives;
- Ensuring equal rights and participation for all young people;
- Develop advice, support and advocacy services for young people;
- Monitor and evaluate participation procedures; and
- Enable young people to have a voice in the democratic process.

Cross Reference: Economic Progress, Safety and Security, Health and Wellbeing, Enhancing Accessibility

Valuing Older People: The Mayor of London’s Older People Strategy (2007)

The strategy recognises the growth and diversity of London’s older population and the challenges that presents to service providers. Developed in consultation with the health sector, the Department for Work and Pensions and older people, it provides a framework for service providers to assist and enable older people in London to live independent and healthy lives without fear of discrimination, intimidation or loss of dignity. Highlighting the growing number of older women, older disabled people and those living alone it outlines key priorities for the transport sector to address these challenges:

- Improving access to family, friends and services;
- Reducing distances from home to bus stop/station;
- Taking steps to improve older people’s feeling of safety and security on the network;
- Making public transport affordable;
- Increasing provision of toilets; and
- Creating greater awareness and provision of blue badge parking.

Cross Reference: Progressing Sustainability, Safety and Security, Enhancing Accessibility, Health and Wellbeing

The State of Equality in London – GLA (2007)

This is a joint report from the GLA and the London Equality Commission (LEC) which provides a snapshot of inequality and disadvantage in London in 2005. Providing details of equality target groups, it outlines the role of the GLA and LEC in reducing inequality in London. It presents priorities for those



working in London to reduce inequality and disadvantage:

- Focus on equality target groups;
- Help eliminate discrimination; and
- Promote equality of opportunity.

Mayor's Housing Strategy (draft), September 2007

The Mayor's draft housing strategy not only sets out the long term aims for the development of the housing market, but also delivers a prognosis on how the strategy and its policies will be delivered through a Strategic Housing Investment plan. The strategy focuses on how to meet the housing and community needs of Londoners, including the quantity of homes and how they might be provided, the need to improve the quality of homes and how the impacts of climate change can be addressed. The key objectives are as follows:

- More homes, more family homes and more affordable homes;
- Better design, greener homes, renewed homes, estates and areas; and
- More choice and opportunity, less homelessness and overcrowding; more sustainable communities.

To achieve these objectives, the strategy sets out a series of policies:

- Increase overall supply of new homes, enabling the delivery of 50,000 new affordable homes between 2008 and 2011;
- Boost supply of affordable homes with three or more bedrooms;
- Ensure more homes are built in London's sub-regions in accordance with spatial distribution plans; and
- Align the housing and infrastructure investment plans of public housing and regeneration agencies and prioritise key sites.

Cross Reference: Enhancing Accessibility, Progressing Sustainability, Safety and Security

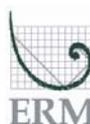
The London Housing Strategy – Draft for consultation with the London Assembly and functional bodies (2008)

This draft Strategy outlines the Mayor's vision for housing in London, which aims to:

- Produce more affordable homes, especially for families and promote increased home-ownership rates through the First Steps housing programme;
- Improve the quality and design of homes and transform neighbourhoods through regeneration; and
- Maximise the delivery rates and appropriate pricing through the delivery of new delivery models and delivery mechanisms.

This Strategy focuses on short to medium term with the principle purpose of directing the investment programme for 2008-11.

Cross Reference: Climate Change, Enhancing Accessibility



Capital Gains – London Child Poverty Commission Final Report (2008)

This report gives the most recent reflection on child poverty in London and outlines priorities for policy to address the issue. It claims that 40% of children in London are living in poverty, a far higher rate than the rest of the UK. To achieve the Government's target of halving child poverty in the UK by 2010/2011 the report argues that all sectors must work together to improve the employment rates of parents, reduce the cost of living and increase access to education. The report ends by listing recommendations for policy-makers to tackle child poverty in London. Areas include:

- Employment and skills;
- Income and incentives;
- Child development and education; and
- Housing.

Cross Reference: Progressing Sustainability, Health and Wellbeing, Enhancing Accessibility

GLA Equal Life Chances for All Policy Statement (Draft) (2008)

This statement outlines the Mayor's vision to ensure that all people who live, visit, travel or study in London have equal life chances. It seeks to eliminate all forms of discrimination in London and promote good relations between all Londoners, regardless of sex, age, race or religion. Its objectives are:

- Actions should be implemented to benefit all communities in London through inclusive services;
- Diversity should be celebrated;
- Ensure an accessible 2012 Olympic and Paralympic Games; and
- Foster community cohesion.

Cross Reference: Enhancing Accessibility

Moving towards equality for Disabled and Deaf Londoners – GLA Disability Equality Scheme (2005)

The scheme sets out the GLA's vision to make sure it promotes equality for all disabled and deaf people living in London and challenge all forms of discrimination against them. Recognising the wide range of disabled people living in London, the report seeks to provide a framework to lessen inequality between disabled and non-disabled people and centre equality in all other strategies and business plans. Striving to be a champion for disability equality, the GLA seeks to be a leader in:

- Ensuring disabled people enjoy full human, social and political rights;
- Challenging discrimination;
- Embracing diversity as a source of strength and opportunity for London;
- Promoting disability equality in the Mayor's strategies; and
- Ensuring the workforce reflects London's diverse population.

Cross Reference: Safety and Security

GLA Faith Equality Scheme (2005)



The scheme sets out the GLA's vision to make sure it promotes equality for people from all religious backgrounds living in London and challenge all forms of discrimination against them. Recognising the wide range of religious beliefs of people living in London, the report seeks to provide a framework for a best practice guide to centre faith equality in all other strategies and business plans. Striving to be a champion for faith equality, the GLA seeks to be a leader in:

- Ensuring people of all faiths enjoy full human, social and political rights;
- Challenging discrimination;
- Embracing diversity as a source of strength and opportunity for London;
- Promoting faith equality in the Mayor's strategies; and
- Ensuring the workforce reflects London's diverse population.

Cross Reference: Safety and Security

GLA Gender Equality Scheme 2007-2010

The scheme sets out the GLA's vision to make sure it promotes equality between women and men living in London and challenge all forms of sexual discrimination based on the Equality Act 2006. Recognising the diversity of women's experiences living in London, the report seeks to provide a framework for a best practice guide to centre gender equality in all other strategies and business plans. Women require safe, accessible and affordable transport options. Striving to be a champion for gender equality, the GLA seeks to be a leader in:

- Ensuring women and men enjoy equal human, social and political rights;
- Challenging sexual discrimination;
- Embracing diversity as a source of strength and opportunity for London;
- Promoting gender equality in the Mayor's strategies; and
- Ensuring the workforce reflects London's diverse population.

Cross Reference: Safety and Security

GLA Race Equality Scheme 2005-2008

The scheme sets out the GLA's vision to make race equality in London and challenge all forms of racial discrimination based on the Race Relations (Amendment) Act 2000. Recognising the diversity of London's ethnic make-up, the report seeks to provide a framework for a best practice guide to centre race equality in all other strategies and business plans. It outlines areas of racial inequality for policy-makers to focus on:

- Poverty – great disparities between ethnic groups;
- Employment – lack of ethnic minorities in skilled jobs;
- Community safety – need to reduce hate crimes;
- Criminal justice system – need to address disproportionate representation;
- Education – need to improve the schooling of minority children; and
- Environment – minority groups tend to live in areas with high traffic levels, poor housing and lack of facilities.



Cross Reference: Safety and Security, Enhancing Accessibility

TfL Disability Equality Scheme 2006-2009

This scheme outlines TfL's commitment to disability equality. It outlines the steps already taken to meet the needs of the 17% of Londoners who are disabled and presents an action plan to address further issues. It addresses the ways public transport can be improved to improve the quality of life for disabled people. By drawing on a pledge of a £10 billion investment programme and broadening driver disability awareness, TfL recognises the need to focus on:

- Providing new vehicles which are more easily accessible to disabled people;
- Providing new services;
- Improving accessibility to the transport network by reducing distance from home to bus stop/station; and
- Include disabled people in the formation of new strategies.

Cross Reference: Health and Wellbeing, Enhancing Accessibility

TfL Gender Equality Scheme 2007-2010

Working on the provisions set out in the 2006 Equality Act, this scheme outlines TfL's commitment to gender equality and its strategy to include such policies in future transport plans. In promoting greater gender equality in London the scheme emphasises the need to eliminate all forms of sexual discrimination, provides a focus on women's accessibility and security on the transport network, and address the needs and concerns surrounding ethnic minority women. Through the Gender Equality Scheme TfL hopes to ensure:

- Better informed policy development based upon a clear understanding of passengers' needs;
- Services that meet passengers varied needs;
- A gender-balanced workforce; and
- Improved facilities on the transport network,

Cross Reference: Enhancing Accessibility, Safety and Security

TfL Race Equality Scheme 2008-2011

This report was compiled based on the Race Relations (Amendment) Act 2000 and in consultation with people from Black, Asian and Minority Ethnic (BAME) backgrounds across London. Recognising the need to promote greater race equality within transport, TfL have proposed a three year action plan to address current inequalities. The report shows how greater race equality can improve employment prospects and service provision, and to this end TfL is committed to:

- Providing equal access to transport for all people;
- Fair treatment of its staff regardless of racial or ethnic background;
- Having a balanced workforce which reflects London's communities; and
- Gaining a better understanding of customer needs around accessibility, safety and security.

Cross Reference: Enhancing Accessibility, Safety and Security



TfL Sexual Orientation Equality Scheme 2008-2011

This scheme outlines TfL's commitment to sexual orientation equality and the barriers which face lesbian, gay and bisexual (LGB) people when using London's transport network. It has been based on the Equality (Sexual Orientation) Act 2007 and developed through widespread consultation and research carried out across London. Recognising the valuable cultural, social and economic contribution LGB people make to London, TfL has outlined a three year action plan to address current inequalities, including measures to:

- Improve accessibility for LGB people;
- Improve safety and security for LGB people;
- Tackle all forms of discrimination against LGB people; and
- Attract more LGB people into TfL's workforce.

Cross Reference: Enhancing Accessibility, Safety and Security

ODA Equality and Diversity Strategy (2007)

This strategy outlines the ODA's commitment to respecting diversity and ensuring equal treatment for people of all ages, race, ethnic backgrounds, gender or disability. The ODA are striving to ensure a lasting legacy of equality in the host boroughs, based on the development of an inclusive and accessible environment. In this respect the ODA aims to build a model for accessibility which will inspire other partners and organisations to develop similar strategies. The key objectives of the report are:

- Building inclusive venues and facilities based on an accessible transport network;
- Fair and equal recruitment opportunities;
- Work with partner organisations to encourage minority participation;
- Model good practice in equality and diversity as an employer;
- Engage with and encourage participation from local communities; and
- Integrate equality and diversity into the business process.

Cross Reference: Enhancing Accessibility

ODA Disability Equality Scheme (2007)

This report outlines the ODA's commitment to disability equality during the development of the Olympic site, the games and through its legacy. It seeks to review all its policies, include disabled people in the making of future plans and ensure disabled people have fair employment opportunities within the organisation and its contractors. The report contains an action plan and has five duty steps to achieve this:

- Promote equality of opportunity between disabled people and all other people;
- Uphold the Disability Discrimination Act 2005 to eliminate unlawful discrimination;
- Promote positive attitudes towards disabled people and eliminate harassment;
- Encourage participation of disabled people in all public life; and
- Take account of disabled people's needs even if that means treating them more favourably than



other persons.

Cross Reference: Progressing Sustainability

ODA Gender Equality Scheme (2007)

This report outlines the ODA's commitment to promoting gender equality, especially during the construction of the Olympic site and in its legacy after the 2012 games. It emphasises the need to encourage more women to work in the construction of the Olympic site through equality of opportunity, while at the same time ensuring they are free from all forms of sexual discrimination and harassment. Overall the scheme's main aims are:

- Provide inclusive venues and facilities for women and men;
- Ensure fair recruitment of women and men; and
- Engage with local communities.

ODA Race Equality Scheme (2007)

This report outlines the ODA's commitment to promoting racial equality, especially during the construction of the Olympic site and in its legacy after the 2012 games. It emphasises the need to encourage people from minorities to work in the construction of the Olympic site through equality of opportunity, while at the same time ensuring they are free from all forms of racial discrimination. Overall the scheme's main aims are:

- Provide inclusive venues and facilities for people of all races;
- Ensure fair recruitment of people from all racial backgrounds;
- Equality for all through transport; and
- Engage with local communities.

The following reports are described in more detail elsewhere in this appendix, but have some relevance to this topic:

Cohesion and Transport, SCADplus (1999)

Ten Years of the European Employment Strategy, European Commission (2007)

Integrated Guideline for Growth and Jobs 2008-11, Commission of the European Communities (2007)

Recommendations for updates to BEPG, European Commission (2007)

Delivering a Sustainable Transport System (2008)

The London Plan: Spatial Development Strategy for London (2004)

Sustainability Appraisal of the London Plan (2004)

Planning for a Better London – Mayor of London (2008)



London Cultural Capital – Realising the potential of a world-class city (2004)

The Case for London: London's loss is no-one's gain, Mayor's case for investment (March 2004)

Living Well in London – The Mayor's Draft Health Inequalities Strategy for London (2008)

London's Future: The Skills and Employment Strategy 2008-2013 (2008)

Way to Go! – Planning for Better Transport (Mayor of London, 2008)

Olympic Delivery Authority – Plan 2008 (2008)

Commitment to Sustainable Regeneration: Olympic, Paralympic & Legacy Transformation Planning Applications for the Olympic Park (2007)

ODA Employment and Skills Strategy (2008)

Implications for the Strategy and the IIA

The policies, plans and programmes and objectives reviewed confirm that the public policy principles of equal treatment should be applied to all those living in, working in or visiting London. There are statutory requirements on all UK public bodies to promote equal opportunities on the grounds of race, gender and disability. The GLA family including TfL have specific statutory responsibilities in this regard under the Greater London Authority Act 1999 and subsequent amendments. Many organisations (including TfL) go further and have regard to the needs of other groups who may suffer from unfair discrimination, for example, on the grounds of poverty, faith, sexual orientation, age and status as refugees or asylum seekers.. The GLA and TfL are committed to the principle of providing transport *for all*. Transport is crucial in providing access to opportunities and services and should seek to do so inclusively, avoiding unfair discrimination and promoting the interests of those who experience social disadvantage.

Sustainable development encompasses social development alongside economic and environmental objectives. Drawing on the review of policies, plans and programmes, the Appraisal Framework provides an opportunity to consider the way in which MTS addresses the specific factors that contribute to such transport disadvantage including accessibility (both generally and in regard to the needs of disabled people), communication, pricing and treatment. It is also vital that everyone has the opportunity to make known their views on transport policy and provision and that the consultation mechanisms deployed by GLA and TfL take account of a broad range of access needs.



9 Safety and Security

European Road Safety Action Programme 2003-10, European Commission (2003)

The ERSAP recognises that road transport is widespread and deeply entrenched across the European Union, and states that road safety has a direct influence on many countries and millions of people. It outlines the broad position of Europe in terms of road safety, and identifies areas where improvements can be made through the disaggregated study of various road accident and road accident fatality statistics. It proposes a number of targets, including the standardisation of checks on rules and regulations in individual member states, and to deal with "particularly hazardous places" within the region. Broadly, the ERSAP aims to comply with the targets set out by a previous White Paper that the European Union should halve the number of road deaths by 2010. It aims to achieve this goal by encouraging:

- Road users to improve their behaviour; better compliance with legislation, pursuing efforts to combat dangerous practise, and continued training for professional drivers;
- The improved safety of road vehicles; harmonisation and support for technical progress, acceptance of "eSafety" measures and technology in "intelligent" vehicles; and
- Improvements in road structure, defining and implementing best practises and eliminating "black spots".

Cross Reference: Health and Wellbeing

Railway Safety SCADplus (2004)

This document recognises the shortcomings in railway safety and the lack of an integrated European system of technical standards and certification of rolling stock and staff. It aims to establish a more competitive and safer railway system which covers the entire Community market and is not internationally confined. It differentiates between relevant sets of actors; infrastructure managers and railway bodies, and delegates between them independently. It focuses on the specific application of safety regulation with regards to operating, signalling and technical rules, and the introduction of supranational safety certification with a dedicated system of upgrade and renewal to ensure consistently high standards. In addition to this, there is discussion of the development of national safety authorities, and the role of incident and accident investigation in promoting increased safety on a community-wide level. Its four main areas of focus are:

- The setting up, in each Member State, of an authority responsible for supervising safety;
- The mutual recognition of safety certificates delivered in the Member States;
- The establishment of common safety indicators (CSIs) and common safety targets (CSTs) to facilitate the monitoring of railway safety performance; and
- The definition of common rules for safety investigations.

Ensuring better protection against terrorism for freight transport SCADplus (2006)

The SCADplus regulatory proposal for protection of freight suggests improving supply chain security with a view to providing greater protection against terrorist attacks for all European freight transport. It recognises the importance of safety and security in the context of inspection and also potential trade relations, and notes the importance of transport security in the context of the terrorist attacks of



September 11th 2001. It proposes a common European framework as a response to security concerns which improves the safety of freight transport within the Community. It proposes a number of policies aimed at creating improved security without enforcing any barriers to trade:

- A mandatory system requiring Member States to create a security ("secure operator") quality label to be awarded to operators meeting European minimum security levels;
- A voluntary scheme under which operators in the supply chain increase their security performance in exchange for incentives;
- Allowing "secure operators" to benefit from favourable security inspection conditions, giving them a commercial and competitive advantage; and
- Allowing regular updating and upgrading of security requirements, through the committee procedure, whereby the Commission is assisted by a committee formed of representatives from the Member States.

The London Anti-Social Behaviour Strategy 2005-2008

This strategy is the work of 11 cross-London agencies committed to tackling anti-social behaviour. Building on existing work the document sets out a framework to bridge the gap between national and regional strategies for dealing with anti-social behaviour. The strategy is to be implemented by London's 33 crime and disorder reduction partnerships that have five key objectives to tackle anti-social behaviour:

- Energise support for local action;
- Improve coordination and cooperation between agencies;
- Supplement local action with cross-London work;
- Ensure consistency and sustainability in policy responses; and
- Identify regional structures for tackling anti-social behaviour.

Community Safety Plan for travelling and transport in London 2008/2009

This is the second Community Safety Plan, introduced in full partnership with the British Transport Police, City of London Police and Metropolitan Police Service. It sets out the vision of the Mayor of London, TfL and its policing partners to reduce crime and the fear of crime on London's transport system. Recognising the need to work in partnership with the London boroughs, the plan outlines an approach which includes increasing the presence of police and providing 2,700 more uniformed TfL officers along the network to tackle all forms of crime. The plan identifies priorities over the year, which includes:

- Improving the perception of safety on the transport system;
- Reducing anti-social behaviour on the transport system;
- Focusing on priority crime (bicycle theft, assault with weapons, robbery, sexual offences, fare evasion); and
- Reducing the number of casualties and injuries resulting from crime on the transport system.

Cross Reference: Health and Wellbeing



Olympic Delivery Authority - Design and construction Health, Safety and Environment Standard

This document details the Olympic Delivery Authority's commitment to protecting the health and safety of everyone involved in or affected by their work, and the protection of the local and global environment. In doing so it has promised to:

- Manage risks to their health and safety;
- Provide safe workplaces and safe work systems;
- Provide adequate information, instruction, training and supervision; and
- Consult with staff on the associated arrangements.

Cross Reference: The Physical Environment, Health and Wellbeing

The following reports are described in more detail elsewhere in this appendix, but have some relevance to this topic:

World Summit on Sustainable Development - Earth Summit leading to the Johannesburg Plan of Implementation (Johannesburg, 2002)

EU Air Quality Framework Directive 1996/62/EC

Towards a safer and more competitive high-quality road transport system in the Community – EU (2000)

A roadmap for equality between women and men 2006-2010 – European Commission Gender Equality Framework (2006)

EU Floods Directive (2007/60/EC)

Freight Transport Logistics in Europe – the key to sustainable mobility – EU (2006)

“NAIADES” – An Integrated European Action Programme for Inland Waterway Transport – EU (2006)

European Transport Strategy for 2010, SCADplus White Paper (2001)

Every Child Matters– UK Government Green Paper (2003)

The Government's Response to the House of Commons Transport Committee: Overcrowding on Public Transport (2004)

Planning Policy Statement 25 (PPS25): Development and Flood Risk (2006)

Delivering a Sustainable Transport System (2008)

From street to stability: The Mayor's Rough Sleepers Strategy (2001)

Alcohol and drugs in London: The Mayor's policy and action plan to reduce the harm resulting from alcohol and drug use in the capital (2002)



The Case for London – The Mayor of London’s Submission to Spending Review (2004)

The London Plan (consolidated with Alterations since 2004) (2008)

Making London Better for All Children and Young People – The Mayor’s Children and Young People’s Strategy (2004)

Healthy and Sustainable Food for London- the Mayor's Food Strategy (2006)

Mayor’s Housing Strategy (draft) September 2007

Valuing Older People: The Mayor of London’s Older People Strategy (2007)

The Mayor’s Annual Report 2007/08

Planning for a Better London – Mayor of London (2008)

GLA Disability Equality Scheme (2005)

GLA Faith Equality Scheme (2005)

GLA Gender Equality Scheme 2007-2010

GLA Race Equality Scheme 2005-2008

TfL Gender Equality Scheme 2007-2010

TfL Race Equality Scheme 2008-2011

TfL Sexual Orientation Equality Scheme 2008-2011

Olympic Delivery Authority – Plan 2008 (2008)

Implications for the Strategy and the IIA

The policies, plans and programmes and objectives reviewed demonstrate the importance attached by the responsible bodies to safety and security for staff and users of the transport system. There is a fundamental requirement to ensure physical safety from accidents on the roads and public transport system. In addition crime and fear of crime, including apprehension about encountering anti-social behaviour whilst travelling, are major influences on travel choice behaviour, particularly for those who are vulnerable such as women, children and young people, ethnic minorities and lesbian, gay, bisexual and transgender groups. Security from theft and the risk of terrorist attack are also important aspects for the Strategy to consider in bringing forward proposals for managing both freight and passenger transport.

In appraising the sustainability of MTS the Appraisal Framework will have regard to the key aspects of safety and security, such as accident prevention, crime prevention, tackling fear of crime and apprehension, and security against terrorist or other illegal actions. In this way this IIA will provide a means to check that the Strategy does contribute towards achieving a safe and secure transport system.



10 Health and Wellbeing

Together for Health: A Strategic Approach for the EU 2008-2013 (White Paper) (2007)

The aim of the Health Strategy adopted by the European Commission adopted in 2007 is to provide an overarching strategic framework spanning core issues and health in all policies and global health issues. The aim of the strategy is to establish set objectives in order to guide future work on health within the EU and to establish the means by which to meet these objectives in cooperation with each individual Member State. The strategy's primary aim is to foster good health in Europe and to protect EU citizens against health threats and to support dynamic health systems.

The strategy includes a number of principles and three strategic themes. The following are the principles included in the strategy:

- Citizen participation in policy-making;
- Reduce inequities in health;
- Promote investment in health;
- Recognising the links between health and economic prosperity;
- Integrating health in all policies; and
- Strengthening the EU's voice in global health issues.

The strategic themes addressed by the strategy include:

- Fostering Good health in an Ageing Europe by promoting good health throughout the lifespan;
- Protecting Citizens from Health Threats including communicable diseases, bioterrorism and patient safety; and
- Dynamic health systems and new technologies.

EU Directive 2008/50/EC Ambient Air Quality and Cleaner Air for Europe

The directive demonstrates the European Union's commitment to improving air quality in the EU by setting binding standards for fine particles $PM_{2.5}$. It sets standards and target dates for reducing concentrations of fine particles, which together with coarser particles (PM_{10}) already subject to legislation, are among the most dangerous pollutants for human health. Under the directive, Member States are required to reduce exposure to $PM_{2.5}$ in urban areas by an average of 20% by 2020 based on 2010 levels. It obliges them to bring exposure levels below 20 micrograms/m³ by 2015 in these areas. Throughout their territory, Member States will need to respect the $PM_{2.5}$ limit value set at 25 micrograms/m³. This value must be achieved by 2015 or, where possible, by 2010.

Cross Reference: climate change

Air Quality Strategy, Defra (2007)

The strategy's aim is to protect health and the environment without imposing unacceptable economic or social costs. The proposals form an essential part of the government's strategy for sustainable development. The fundamental aim of the government is to make polluting emissions harmless. The Air Quality Strategy:

- Sets out a way forward for work and planning on air quality issues;



- Sets out the air quality standards and objectives to be achieved;
- Introduces a new policy framework for tackling fine particles; and
- Identifies potential new national policy measures which modelling indicates could give further health benefits and move closer towards meeting the Strategy's objectives.

Cross Reference: Progressing Sustainability, Economic Progress and Climate Change

Planning Policy Guidance 24 (PPG24): Planning and Noise (1994)

This planning policy guidance informs local authorities on how planning powers can be used to minimise the adverse impacts of noise without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens of business. It highlights the aspects of planning applications which must be taken into account when assessing the applications of both noise-sensitive developments and developments which generate noise. It establishes various categories and thresholds for the recommended appropriate levels of exposure to noise. The guidance document also provides advice on the use of conditions to minimise the impact of noise.

Cleaning London's Air – The Mayor's Air Quality Strategy (2002)

The measures set out in this Mayoral strategy aim to improve London's air quality. In order to reduce air pollution the strategy focuses on pollution from road traffic, emissions from air travel, sustainable buildings and reducing pollution from industry and construction. Since road traffic is the main source of air pollution in London it is the main focus of this strategy. It aims to reduce road traffic through two main approaches: reducing the amount of traffic and through reducing the emissions from individual vehicles. In order to reduce the emissions from air travel the strategy emphasises the following as the pursued approaches:

- Minimising emissions from aircraft;
- Minimising emissions from direct airport facilities; and
- Improving public transport use to and from the airport and minimising emissions around the airport from road traffic.

In order to reduce the emissions from energy use in buildings the strategy advocates:

- The adoption of best practice for more energy efficient new buildings;
- Improving the energy efficiency of existing buildings;
- Installation of more energy efficient boilers;
- Improving fuel efficiency;
- A programme of conversion to cleaner fuels where practicable in existing buildings; and
- Using renewable energy technologies such as solar water heating.

This strategy recognises the role of the boroughs, the role of business and the role of individual citizens.

Alcohol and drugs in London: The Mayor's policy and action plan to reduce the harm resulting from alcohol and drug use in the capital (2002)

The strategy reflects the conclusions from a 2000 consultation of academics, community organisations,



drug users and voluntary sector organisations over drug and alcohol abuse. It outlines the role of the mayor and the GLA in tackling the problems associated with drug abuse in London. Emphasis is placed on the importance for the GLA to establish and maintain partnerships with other organisations and agencies to address such problems. The key principles of the strategy include:

- Set out the role of the mayor and GLA;
- Overview national policy and context;
- Diagnose the nature and extent of drug and alcohol abuse;
- Identify key partners for the GLA to work with; and
- Describe the priorities of the action plan to reduce drug and alcohol abuse.

Cross Reference: Safety and Security

The London Childcare Strategy – Towards affordable good quality childcare for all (2003)

The aim of the Strategy is to improve the availability of childcare provision in London and to make it more affordable. It also aims to allow parents to balance work and family life by promoting family friendly practices and to improve the information and communication regarding the availability and suitability of childcare provision. The Strategy also describes proposals which will be adopted to achieve the objectives.

Souther City – The Mayor’s Ambient Noise Strategy (2004)

The strategy focuses on reducing noise through managing transport systems better, with better town planning and with better design of buildings. The aim of this strategy is to minimise the adverse impacts of noise on people living in, working in and visiting London using the best available practices and technology within a sustainable development framework. It indicates that evidence of noise levels and noise pollution needs to be improved before clear priorities for cost-effective action can be properly set. However, the strategy identifies practical actions which can be put in place in the meantime, especially with regards to transport. The strategy also recognises that quality town planning and urban design can, while securing the sustainability of more compact city development, minimise exposure to noise pollution.

Healthy and Sustainable Food for London- the Mayor's Food Strategy (2006)

The objective of the strategy is to ensure that London has a food strategy that is consistent with the objective that London should be a world-class, sustainable city.

The main objectives of the food strategy include the following:

- Improving health and reducing health inequalities through diets;
- Reducing the negative environmental impact of the food system;
- Supporting a vibrant food economy;
- Promoting the culture of London’s food; and
- Developing London’s food security.

Cross Reference: Safety and Security



Living Well in London – The Mayor’s Draft Health Inequalities Strategy for London (2008)

This strategy sets out the Mayor’s long-term vision for a healthier London. It recognises the huge gap in levels of health between well-off and deprived areas and emphasises the need to ‘get London active’, especially through further walking and cycling provision, and encouraging healthier eating to combat obesity. Through working with local communities, boroughs, the NHS and private sector, the Mayor aims to reduce health inequalities in London by:

- Raising awareness of the problems and proposing ways in which all people can address them;
- Tackling barriers which affect wellbeing;
- Act now to help Londoners with the greatest burden of ill health; and
- Develop London as an example of a healthy city.

Cross Reference: Progressing Sustainability, Equality and Inclusion

The following reports are described in more detail elsewhere in this appendix, but have some relevance to this topic:

World Summit on Sustainable Development - Earth Summit leading to the Johannesburg Plan of Implementation (Johannesburg, 2002)

European Climate Change Report - European Commission (2001)

The Sixth Environment Action Programme of the European Community 2002-2012

The EU Sustainable Development Strategy (SDS) (2006)

A roadmap for equality between women and men 2006-2010 – European Commission Gender Equality Framework (2006)

Our energy future – creating a low carbon economy (Energy White Paper) (2003)

The Government’s Response to the House of Commons Transport Committee: Overcrowding on Public Transport (2004)

One future: different paths – UK Shared Framework for Sustainable Development (2005)

Planning Policy Statement 9 (PPS9): Biodiversity and Geological Conservation (2005)

Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (PPG17) (2006)

Delivering a Sustainable Transport System (2008)

Transport and the Historic Environment (2004)

Regeneration and the Historic Environment: Heritage as a catalyst for better social and economic regeneration (2005)

Streets for All: A guide to the management of London’s streets (2000) & Streets for All: Guidance for practitioners (2005)



Strategic Environmental Assessment / Sustainability Appraisal of the Regional Economic Strategy Implementation Plan (2006) (South East England Development Agency)

From street to stability: The Mayor's Rough Sleepers Strategy (2001)

Connecting with London's nature - The mayor's Biodiversity Strategy (2002)

The Case for London – The Mayor of London's Submission to Spending Review (2004)

The Case for London: London's loss is no-one's gain, Mayor's case for investment (March 2004)

London Cultural Capital - Realising the potential of a world-class city (2004)

Green light to clean power – The Mayor's Energy Strategy (2004)

The London Plan (consolidated with Alterations since 2004) (2008)

Sustainability Appraisal of the London Plan (2004)

Making London Better for All Children and Young People – The Mayor's Children and Young People's Strategy (2004)

Sustaining Success: Developing London's Economy, Mayor's Economic Development Strategy (2005)

Valuing Older People: The Mayor of London's Older People Strategy (2007)

Water matters – The Mayor's Draft Water Strategy (2007)

The London climate change adaptation strategy – Summary draft report (2008) (final yet to be published)

Capital Gains – London Child Poverty Commission Final Report (2008)

Planning for a Better London – Mayor of London (2008)

Community Safety Plan for travelling and transport in London 2008/2009

TfL Disability Equality Scheme 2006-2009

Olympic Delivery Authority - Design and construction Health, Safety and Environment Standard

Olympic Delivery Authority - Sustainable Development Strategy (2006)

Olympic Delivery Authority – Commitment to Sustainable Regeneration (2007)

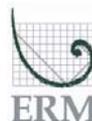
Olympic Delivery Authority – Plan 2008 (2008)

Olympic Delivery Authority - Inclusive Design Strategy (2008)



Implications for the Strategy and the IIA

The policies, plans and programmes and objectives set out the legislative and policy context for addressing and promoting enhanced health and well-being within the European, national and regional context. Health is taken in its widest sense to incorporate key determinants of health and wellbeing such as employment, housing, access and services amongst others. Transport has the capacity to impact positively upon health and wellbeing through enhanced accessibility to employment, opportunities and services. Sustainable planning can also mitigate community severance and increase cohesion and social capital. Transport impacts on air quality, noise and the physical environment are, however, identified in the documents as a challenge which the Strategy and its implementation should address. The Appraisal Framework specifically addresses health and wellbeing through exploring both inequalities and opportunities, challenging the Strategy to identify and contribute towards enhanced health and wellbeing through both direct and indirect application.



Appendix D – Glossary of Terms

AA (screening)	Appropriate Assessment Screening
AEI	Assessment of Economic Impacts
AQS	Air Quality Strategy
ATOC	Association of Train Operating Companies
BAME	Black, Asian and Minority Ethnic Groups
CO ₂	Carbon Dioxide
DaSTS	Delivering a Sustainable Transport System (DfT)
DfT	Department for Transport
DLR	Docklands Light Railway
EC	European Commission
EIA	Environmental Impact Assessment
EqIA	Equality Impact Assessment
GDP	Gross Domestic Product
GHG	Greenhouse Gas
GLA	Greater London Authority
HIA	Health Impact Assessment
HLOS	High Level Output Statement (DfT - Rail)
HRA	Habitats Regulations Assessment
IIA	Integrated Impact Assessment
LGBT people	Lesbian, gay, bisexual and transgender people
LIPs	Local Implementation Plans
LTDS	London Travel Demand Survey
MAQS	Mayor's Air Quality Strategy
MTS	Mayor's Transport Strategy
NO ₂	Nitrogen Dioxide



PM ₁₀	Particulate Matter (measuring 10µm or less)
RRAA	Race Relations (Amendment) Act
SA	Sustainability Appraisal
SAC	Special Areas of Conservation
SD	Sustainable Development
SEA	Strategic Environment Assessment
SME	Small and Medium Enterprise
SPA	Special Protection Area
T2025	Transport 2025
TfL	Transport for London
UNESCO	United Nations Education Scientific and Cultural Organization
WHO	World Health Organization

