Draft Revised Mayor's Transport Strategy Integrated Impact Assessment: Appendix C: Review of Policies, Plans, Programmes and Objectives

Report for Transport for London

MVA in Association With ERM and Future Inclusion

October 2009

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

1 Principles of Approach

This Appendix comprises the review of policies, plans, programmes and sustainability objectives, as required under the SEA Directive and as such is part of the undertaking of the EqIA and HIA, amongst others.

Table C.1 indicates where the respective IIA components have been addressed and included within this Appendix.

Table C.1 IIA Components: Signposting Where Information Is Located

IIA Component	Relevant Sections of Appendix
Physical	Section 10: The Physical Environment
Climate Change	Section 9: Climate Change
Economy	Section 5: Economic Progress
	Section 4: Enhancing Accessibility
Social	Section 7: Health and Wellbeing
	Section 8: Safety and Security
Health	Section 7: Health and Wellbeing
Equality	Section 6: Equality
	Section 4: Enhancing Accessibility

As noted within the body of the report, the Draft Revised MTS may both have regard to and impact on a wide range of other policies, plans, programmes and sustainability protection objectives. Consequently, part of the IIA has been to identify and assess the relationship between the Draft Revised MTS and these other relevant policies, plans, programmes, and environmental protection objectives.

The outcome of the review has fed into the preparation of the Assessment Framework and the objectives contained with in it. Through this process the review has also affected the Draft Revised MTS itself.

2   Index

A

B

C

D

E

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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

Aarhus Convention, United Nations Economic Commission for Europe (UNECE) (1998)

The Arhus Convention (full tile, "Convention on access to information, public participation in decision-making and access to justice in environmental matters") is an environmental agreement based on government accountability, transparency and responsiveness. The convention:

- Links environmental rights and human rights

- Acknowledges that we owe an obligation to future generations

- Establishes that sustainable development can be achieved only through the involvement of all stakeholders

- Links government accountability and environmental protection

- Focuses on interactions between the public and public authorities in a democratic context.

Cross Reference: Climate Change, Equality and Inclusion

The EU Sustainable Development Strategy (SDS), European Union (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, European Union (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, European Union (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, European Union (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, European Union (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, Defra (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:
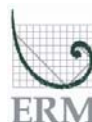
■   Strengthening the Sustainable Development Commission;

■   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, Defra (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, DCLG (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
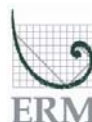
Delivering a Sustainable Transport System, DfT (2008)

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, DfT (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.
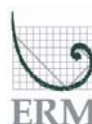
Britain's Transport Infrastructure: Rail Electrification, DfT (2009)

This document outlines the government's strategy for rail electrification. It makes a case for the electrification of railways by noting the potential improvements in reliability, capacity and environmental impact reduction. The plans outlined in the strategy include:

■ The immediate electrification of the Great Western Main Line between London, Reading, Oxford, Newbury, Bristol, Cardiff and Swansea – to be completed in 8 years; and

■ Planning for the electrification of the line between Liverpool and Manchester – to be completed in 4 years.

Cross Reference: Economic Progress, Climate Change

A Better Deal for Consumers: Delivering Real Help Now and Change for the Future, BERR (2009)

This white paper seeks to address two challenges: first, how to help consumers during the economic downturn, and second, how to respond to the way consumer markets are changing because of the effects of globalisation and the increasing use of technology by consumers and business to buy goods and services. It aims to address these challenges by:

■ Providing real help for vulnerable consumers;

■ Offering a new approach to consumer credit;

■ Empowering consumers through better enforcement and information; and

■ Modernising consumer law.

Securing the Region's Future: Strengthening delivery of sustainable development in the English regions, Defra (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.

GLA Strategic Plan, GLA (2009)

The GLA's Strategic Plan sets out the Mayor's priorities for London for the medium and short term, with a three year rolling horizon. It outlines what the GLA will deliver based on the Mayor's priorities for London. It also indicates the potential impact these actions could have on London based on the Mayor's budget. Themes for the Mayor's priorities include:

- Sustained improvements in quality of life;

- Improving housing and the living environment;

- Building economy and opportunity for all; and

- Cleaner, greener and more efficient transport and technology.

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

Transport Statement of Intent, Mayor of London (2009)

The statement of intent (SOI) builds on the Mayor's vision for transport in London and provides a framework for developing the new strategy and outlines potential policies and proposals which could be developed further. The document was open for consultation before the new Transport Strategy is published in autumn 2009. In the SOI, the Mayor sets out broad policy areas which the new Transport Strategy will address. These include:

- Supporting economic development and population growth;

- Providing a better quality of life for all Londoners;

- Ensuring safety and security of all Londoners;

- Improving transport opportunities for all Londoners;

- Tackling climate change; and

- Delivering the London 2012 Olympic and Paralympic Games.

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

A Sustainable Development Framework for London, GLA (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, Mayor of London (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, Mayor of London (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;
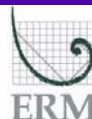
- Providing opportunities and skilled workers for London's businesses to grow;

- 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

A new plan for London: Proposals for the Mayor's London Plan, Mayor of London (2009)

This document builds on the Mayor's vision for development in London and outlines his planning objectives and a series of policy directions for the capital's development through to 2031. It identifies the development challenges facing London, including: a growing and changing population; ensuring economic growth, rising to climate change; and addressing poverty and social exclusion. In light of this, the Mayor has set out a planning vision for London which aims to:

- Develop a city that meets the needs of economic and population growth;

- Develop an internationally competitive city;

- Develop a diverse city with strong and secure neighbourhoods;

- Ensure sound architecture and the protection of heritage and green spaces;

- Make London a leader in improving the environment; and

- Make it easy, safe and convenient to access jobs, opportunities and facilities.

Cross Reference: Health and Wellbeing, Safety and Security, Economic Progress, Climate Change, Enhancing Accessibility, Physical Environment

London Cultural Capital - Realising the potential of a world-class city, Mayor of London (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

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The Mayor's Annual Report 2007/08, Mayor of London

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

Catch up with the bicycle, Mayor of London (2009)

This document sets out the Mayor's plans for a cycling revolution in London. The Mayor recognises the need to make cycling more attractive to many Londoners and the benefit which an increase in the number of people cycling can have in terms of health and reduced carbon emissions. To achieve the objective of an increase in the number of people cycling in London, the Mayor plans to:

- Introduce a cycle hire scheme;

- Develop cycle highways;

- Develop a cycle network in Outer London;

- Improve cycle parking;
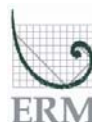
- Increase workplace and school cycle challenges;

- Promote training; and

- Improve safety for cyclists.

Cross Reference: Climate Change, Health and Wellbeing

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 wellbeing; 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)

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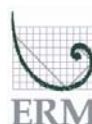
Our energy future – creating a low carbon economy (Energy White Paper) (2003)

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 draws on 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.
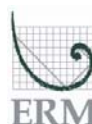
4   Enhancing Accessibility

By the River, Mayor of London (2009)

This document outlines the Mayor's plan for enhancing river transport in London. Ultimately, the Mayor would like to see greater use of river services to improve access between points in London and to reduce congestion on other modes. To achieve this, the Mayor has outlined a series of objectives, including:

- Integrating river services into the transport network (through the 'Oysterisation' of services);

- Improving access to the 2012 Olympic Games;

- Improving river services infrastructure; and

- Promoting and improving services.

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 quality framework (2000)

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

Every Child Matters– UK Government Green Paper (2003)

Building a Society for All Ages (2009)

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)

GLA Strategic Plan (2009)

Transport Statement of Intent (2009)

A new plan for London: Proposals for the Mayor's London Plan (2009)

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Appreciating Our Seniors: The Mayor of London's Action Plan for Older People 2009/2010 (2009)

Women in London (2009)

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)

London Housing Strategy (Draft for consultation) (2009)

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) (2009)

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.

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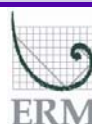
5   Economic Progress

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, European Union (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
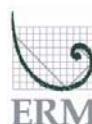
Recommendations for updates to BEPG, European Commission (2007)

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, European Union (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 , European Union (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.
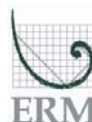
- Railways should have a clear financial structure, including division of responsibilities between the state and railway companies;

- 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, European Union (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, European Union (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, DfT (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 (2006)

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, DfT (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 taken into account

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 (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.

Rising to the Challenge: Proposals for the Mayor's Economic Development Strategy for Greater London, Mayor of London (2009)

This is a consultation document for the London Assembly and GLA group, and is part of the process for revising the Mayor's Economic Development Strategy (EDS). The new strategy will set out the Mayor's ambitions for the economic development of the capital. It also outlines a clear vision and policy directions for achieving those ambitions and the roles and responsibilities of parties who make a major contribution to developing London's economy. The broad themes of the Mayor's vision for London's economic development include:

- Making London the business capital of the world;

- Improving London's competitiveness;

- Transforming to a low carbon economy; and

- Extending opportunities to all Londoners.

Cross Reference: Equality and Inclusion, Climate Change

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

Taking London to the World: An export promotion programme for the capital, Mayor of London (2009)

This LDA and UK Trade and Investment document sets out a programme to support exporters in London. It includes proposals for new funds (£6.4 million) to support: more inward and outbound trade missions; more day-to-day expert advice from UKTI and others; a targeted approach to identifying business opportunities arising from fiscal stimulus programmes and sovereign wealth funds; an improved website for advice; and better identification and dissemination of overseas business opportunities.

London's Future: The Skills and Employment Strategy 2008-2013, London Skills and Employment Board (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, South East England Development Agency (SEEDA) (2006)

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, 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 CO_2 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;
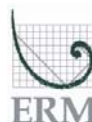
- Olympic site workforce composed of 10-15% of people from the host boroughs;

- 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)

Britain's Transport Infrastructure: Rail Electrification (2009)

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

Transport Statement of Intent (2009)

A new plan for London: Proposals for the Mayor's London Plan (2009)

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 sustainable 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 and carbon emissions (e.g. through car taxation).

To align with these policies, the Draft Revised MTS should therefore seek to facilitate sustainable 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 Draft Revised 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   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 quality framework, European Union (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
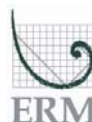
Council Directive 2000/78/EC: Establishing a general framework for equal treatment in employment and cooperation – EU directive for an employment equality framework, European Union (2000)

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, European Union (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.
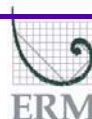
Cross Reference: Health and Wellbeing, Safety and Security

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, Department for Children, Schools and Families (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

Building a Society for All Ages, Department for Work and Pensions (2009)

This is the government's strategy for how the UK can make the most of an ageing population and builds on the 2005 strategy *Opportunity Age*. It sets out a vision to improve the quality of life and opportunities for older people living in the UK. As well as reforming the pension system and improving work opportunities for retired people, the strategy aims to build a society for all ages by strengthening communities, including helping people make the most of the public transport network. With respect of transport, the strategy outlines plans to:

- Improve accessibility of all public transport;
- Increase transport options and smarter choices initiatives;
- Introducing 'driving for life' refresher driving courses; and
- Improving community transport facilities.

Cross Reference: Enhancing Accessibility

From street to stability: The Mayor's Rough Sleepers Strategy, Mayor of London (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, Mayor of London (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, Mayor of London (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

Appreciating Our Seniors: The Mayor of London's Action Plan for Older People 2009/2010, Mayor of London (2009)

This document sets out the Mayor's action plan for older people in 2009/2010. It has four broad aims:

- Making London safer;

- Helping older Londoners get around;

- Making London age friendly; and

- Promoting essential services.

As part of the objective to help older Londoners travel more easily, the document advocates the protection of the Freedom Pass, ensuring older people have access to reliable and flexible transport services and measures to ensure bus drivers fulfil their duty of care to passengers, making the bus environment safer for older people and disabled people.

Cross Reference: Enhancing Accessibility, Safety and Security

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.

Women in London, Mayor of London (2009)

The Mayor of London has produced this report to highlight the latest research findings and provide an overview of the current status of London's women in terms of population, employment, health and many other topics. It also discusses how the Mayor intends to address some of these issues through various policy measures. These include efforts to improve access to employment and services for women, reduce health inequalities and improve safety and personal security for women travelling in London.

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

Mayor's Housing Strategy (draft), Mayor of London (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

London Housing Strategy (Draft for consultation), Mayor of London (2009)

This draft strategy outlines the Mayor's vision for housing in London. Principally, this includes:

- Raising aspirations and promoting opportunity: by producing more affordable homes, particularly
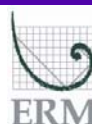
for families, and by increasing opportunities for home ownership through the new First Steps housing programme;

■ Improving homes and transforming neighbourhoods: by improving design quality, by greening homes, by targeting and delivering regeneration and by tackling empty homes; and

■ Maximising delivery and optimising value for money: by creating a new architecture for delivery, by developing new investment models and by promoting new delivery mechanisms.

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) (2009)

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 aims to address the remaining and significant pockets of deprivation and inequality, and provides a fresh analysis and different solutions to inclusion, community cohesion and tackling disadvantage. The policy statement sets out the Mayor's equality vision and the framework necessary to deliver it. The Mayor wants the Framework to deliver concrete, sustainable improvements for the city, and reduce the impact of the economic downturn on the most vulnerable and disadvantaged people. The Mayor wants London partners to work together to deliver the vision and clear equality outcomes which:

■ Ensure the capital's diverse communities, particularly the most vulnerable and disadvantaged, benefit from London's success and are supported in the economic downturn;

■ Embed equality at the heart of business and corporate planning, exemplifying the gold standard for best practice which brings real change to people's quality of life;

■ Work with the GLA group and more widely with London councils, the public, private, voluntary and community sectors to provide practical solutions that effectively tackle inequality;

■ Support the development across the London economy of diverse markets, workforces and suppliers, in particular through the GLA group Diversity Works for London and Responsible Procurement programmes;

■ Ensure services delivered by the GLA group are accessible and appropriate to all Londoners;

■ Ensure delivery of an accessible and inclusive London 2012 Olympic and Paralympic Games and a legacy to benefit all Londoners; and
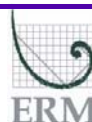
- Ensure we communicate and engage with all of London's communities so we understand and respond to the different needs of all Londoners.

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:
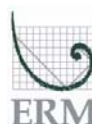
- Building inclusive venues and facilities based on an accessible transport network;

- 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:
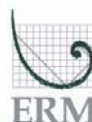
- Provide inclusive venues and facilities for people of all races;

- 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:

Aarhus Convention, United Nations Economic Commission for Europe (UNECE) (1998)

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)

GLA Strategic Plan (2009)

Rising to the Challenge: Proposals for the Mayor's Economic Development Strategy for Greater London (2009)

Transport Statement of Intent (2009)

A new plan for London: Proposals for the Mayor's London Plan (2009)

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)
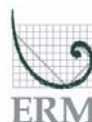
Implications for the Strategy and the IIA

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 Assessment Framework sets out the way in which the Draft Revised 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 important 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.

7   Health and Wellbeing

Together for Health: A Strategic Approach for the EU 2008-2013 (White Paper), European Union (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, European Union

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, DCLG (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, Mayor of London (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, Mayor of London (2002)
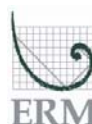
The strategy reflects the conclusions from a 2000 consultation of academics, community organisations, drug users and voluntary sector organisations over drug and alcohol abuse. It outlines the role of the mayor and the GLA in tackling the problems associated with drug abuse in London. Emphasis is placed 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, Mayor of London (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.

Sounder City – The Mayor's Ambient Noise Strategy, Mayor of London (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, Mayor of London (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, Mayor of 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
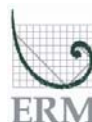
The following reports are described in more detail elsewhere in this appendix, but have some relevance to this topic:

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)

Transport Statement of Intent (2009)

A new plan for London: Proposals for the Mayor's London Plan (2009)

London Cultural Capital - Realising the potential of a world-class city (2004)
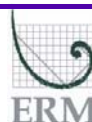
Green light to clean power – The Mayor's Energy Strategy (2004)

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)

GLA Strategic Plan (2009)

Women in London (2009)

Catch up with the bicycle (2009)

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)
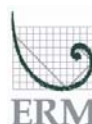
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Implications for the Strategy and the IIA

The policies, plans and programmes and objectives set out the legislative and policy context for addressing and promoting enhanced health and 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. 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 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.

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8   Safety and Security

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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, European Union (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

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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, European Union (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, GLA

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, TfL

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 (2006)

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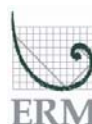
European Transport Strategy for 2010, SCADplus White Paper (2001)

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)

Transport Statement of Intent (2009)

A new plan for London: Proposals for the Mayor's London Plan (2009)

Appreciating Our Seniors: The Mayor of London's Action Plan for Older People 2009/2010 (2009)

Women in London (2009)

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
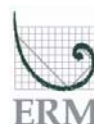
TfL Race Equality Scheme 2008-2011

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 address in bringing forward proposals for managing both freight and passenger transport.

In appraising the sustainability of the Draft Revised 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. In this way this IIA will provide a means to check that the Strategy does contribute towards achieving a safe and secure transport system.

9   **Climate Change**

Kyoto Protocol, United Nations (1997)

The Kyoto Protocol is an international agreement linked to the United Nations Framework Convention on Climate Change. The major feature of the Kyoto Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing greenhouse gas (GHG) emissions. These amount to an average of five per cent against 1990 levels over the five-year period 2008-2012.

The major distinction between the Protocol and the Convention is that while the Convention encouraged industrialised countries to stabilize GHG emissions, the Protocol commits them to do so.

Copenhagen Treaty, United Nations (subject to international agreement) (2009)

The United Nations Conference on Climate Change will be held from December 7th-18th 2009. The four essentials needing international agreement in Copenhagen are:

■   How much are industrialized countries willing to reduce their emissions of greenhouse gases?

■   How much are major developing countries such as China and India willing to do to limit the growth of their emissions?

■   How is the help needed by developing countries to engage in reducing their emissions and adapting to the impacts of climate change going to be financed?
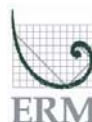
- How is that money going to be managed?

Air Transport and the Environment – Towards meeting the Challenges of Sustainable Development, European Union (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), European Union (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
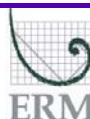
emissions.

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 polices and plans. The working groups of the second European Climate Change Programme cover the following areas:

- Carbon capture and geological storage;

- CO_2 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 CO_2 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, European Union (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, CCC (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), BERR (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 ad 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 CO_2 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, HM Treasury (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, Defra (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 CO_2 reduction. The Programme deals with reducing CO_2 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 CO_2. 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 need 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, 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.
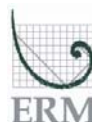
Carbon Pathways Analysis, DfT(2008)

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.

Low Carbon Transport: A Greener Future, DfT (2009)

This is the government's carbon reduction strategy for transport, published by the DfT. As well as outlining how the government intends to reduce greenhouse gas emissions from transport in the UK, it also shows how transport will make a major contribution to UK efforts to reduce CO_2 emissions by 2022 and 2050 in line with the Climate Change Act 2008. The government has set out a series of objectives to delivery the strategy, including:

- Supporting a shift to new technologies and fuels;

- Promoting low carbon choices (through public transport and sustainable transport); and

- Using market mechanisms to encourage a shift to low carbon transport.

UK Renewable Energy Strategy, Department of Energy and Climate Change (2009)

This strategy outlines the government's plan to reduce radically greenhouse gas emissions and develop low carbon infrastructure. This will involve an increase in the use of renewable energy in electricity, heat and transport. It is believed the strategy could help the UK reduce carbon emissions by 750 million tonnes by 2030. The strategy contains the objective of 10% of UK transport running on renewable energy by 2020, with the government supporting greater use of electric vehicles and pursuing the case for further electrification of the rail network.

Green light to clean power – The Mayor's Energy Strategy, Mayor of London (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 CO_2 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
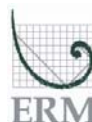
- Contribute to the economy by increasing employment and innovation in related to delivering sustainable energy, and improving the housing and other building stock.

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, Mayor of London (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), GLA

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 takes into account 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

Electric Vehicle Delivery Plan, Mayor of London (2009)

This plan is one strand of the Mayor's wider strategy to decarbonise transport and improve air quality in London. It sets out a comprehensive strategy to stimulate the market for electric vehicles in London through three strands: infrastructure, vehicles, and incentives, marketing and communications. Some of the key policy proposals for this plan include:

- Deliver 25,000 charging points by 2015;

- Deliver 1,000 electric vehicles to the GLA fleet by 2015;

- Support the use of electric vehicles in borough authorities and businesses; and

- Provide incentives for the use of electric vehicles, such as a congestion charge discount.

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

Aarhus Convention, United Nations Economic Commission for Europe (UNECE) (1998)

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)

Britain's Transport Infrastructure: Rail Electrification (2009)

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

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

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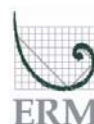
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Water matters — The Mayor's Draft Water Strategy (2007)

London Housing Strategy (Draft for consultation) (2009)

A new plan for London: Proposals for the Mayor's London Plan (2009)

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 and 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 CO_2 emissions and is, thus, a key sector with respect to progressing carbon constrained policy and indeed greater sustainability generally. The Draft Revised 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 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 the Draft Revised MTS to take full account of transport-related climatic factors and climate change.

10 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), European Union

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 leads 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: Progressing Sustainability

EU Habitats Directive (92/43/EEC), European Union

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 Appendices (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, European Union

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, European Union

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 (SO_2);

- Nitrogen dioxide (NO_2);

- Particular matter (PM_{10} and $PM_{2.5}$);

- Lead (Pb);

- Carbon monoxide (CO);

- Benzene;

- Arsenic;

- Cadmium;

- Nickel; and

- Benzo(a)pryene.

Cross Reference: Safety and Security

EU Water Framework Directive (2000/60/EC), European Union

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), European Union

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, European Union

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), European Union

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, Defra (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, DCLG (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
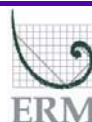
must take account of the Government's objectives of promoting sustainable economic growth and make provisions for development to meet the economic and social needs of the community.

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), DCLG (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 or 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, DCLG (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 wellbeing. 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, DCLG (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 wellbeing; 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, DCLG (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, DCLG (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), DCLG (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 taken into account by regional planning bodies in the preparation of Regional Planning Guidance.

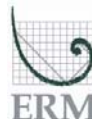*Cross Reference: Health and Wellbeing*

Transport and the Historic Environment, English Heritage (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, English Heritage (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, English Heritage (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.
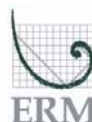
Streets for All: A guide to the management of London's streets (2000) & Streets for All: Guidance for practitioners, English Heritage (2005)

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, Mayor of London (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 implantation 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, Mayor of London (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, Mayor of London (2007)

The purpose of this Strategy is to promote improved water management and to address 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, ODA (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)

GLA Strategic Plan (2009)

Transport Statement of Intent (2009)

A new plan for London: Proposals for the Mayor's London Plan (2009)

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 inform both the Strategy and the objectives set out in the Assessment Framework. It is important that protection and enhancement of the physical environment is delivered by the Strategy both with respect to ongoing transport 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 ensuring future resilience and in the context of climate change mitigation and adaptation. The Assessment 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.