

TRANSPORT FOR LONDON

ENVIRONMENT AND PLANNING PANEL

SUBJECT ENVIRONMENTAL REPORTING

DATE: 24 FEBRUARY 2010

1 PURPOSE AND DECISION REQUIRED

- 1.1 The purpose of this paper is to inform the Panel on discussions regarding TfL's future arrangements for environmental reporting. The Environment and Planning Panel is asked to note this paper.

2 BACKGROUND

- 2.1 The Panel at its meeting of 21 October 2009 reviewed TfL's Environment Report 2009. TfL has published this report annually since 2004. At the Panel meeting, a number of questions were raised about the structure/content of future environmental reports and whether TfL should be producing a wider Environment Report in the future that encompasses a broader range of environmental data and provides an opportunity to improve the presentation of TfL's environmental performance.
- 2.2 The Environment Report is one of several TfL corporate reports that are under internal review in order to align better with stakeholder expectations and best practice in corporate reporting. Efficiencies have already taken place, with London Underground (LU) no longer producing a separate annual Environment Report, which it had done historically prior to LU being part of TfL. This paper provides further details of TfL's environmental reporting and suggests a possible way forward for further discussion.

3 TFL ENVIRONMENTAL REPORTING

Corporate Reports

- 3.1 TfL has a number of corporate reports that inform the public of TfL's financial and wider performance. These include the Annual Report and Statement of Accounts document and the Environment Report.
- 3.2 For some time, TfL has been considering how it can improve reporting to reflect best practice and to provide the best possible opportunity to inform stakeholders and the public about the wide range of TfL's activities, including those relating to the environment. As a large corporate organisation, TfL has a responsibility to report on the environmental performance of its various business activities. This includes the performance of its staff, operating businesses and steps it is taking to reduce its environmental impact and introduce best practice measures. This key aspect of TfL's corporate behaviour has to be reported annually alongside other issues such as its financial performance and social impact. Some large

organisations, for example, in the transport sector BAA, MTR Corporation and Go Ahead, now produce Sustainability reports or Corporate Social Responsibility (CSR) reports which cover all aspects associated with running a large business.

- 3.3 Internal TfL discussions are underway, led by the Director of Group Public Affairs and Stakeholder Engagement, to review TfL Group level reporting. This initiative is intended to improve, simplify and amalgamate all existing documents into one concise CSR type of report, which could cover economic, social and environmental topics. The Statement of Accounts would still be produced separately as required by the GLA Act 1999.

Travel in London Report

- 3.4 In addition to TfL's corporate behaviours and activities, TfL has a fundamental role in delivering wider environmental objectives for London through the Mayor's Transport Strategy (MTS). The draft MTS contains a series of outcomes sought for the whole of London including those related to the environment. It is intended that TfL will monitor these outcomes and report to the public and stakeholders on their achievement through the Travel in London (TiL) report.
- 3.5 The TiL report was published for the first time in 2009. It replaced the annual London Travel Report with a wider data set and closer analytical focus on topics of relevance to MTS (and other Mayoral strategies where appropriate, e.g. air quality). The TiL report summarises key trends and developments affecting how people travel around London – primarily from an analytical viewpoint and in relation to strategic travel and related trends in London. This includes reporting on social and environmental topics (e.g. London-wide CO₂ emissions and air quality). Some examples of the environmental data captured in the TiL report are included in Appendix 1.
- 3.6 Future TiL reports will align closely to monitoring the MTS and its effectiveness at delivering outcomes, including environmental outcomes. This year's TiL structure is aligned with the MTS goals, with Chapters four to nine covering each of the MTS goals in turn. The structure of the TiL report has changed and will change further if necessary, to ensure it does this adequately and has sufficient focus on environmental outcomes as well as transport trends. Whereas the current Environment Report and possible CSR type report focus on TfL and its operations, the TiL report will consider the broader environmental changes across the whole of London, regardless of responsibility.
- 3.7 The MTS is due to be finalised and published in spring 2010. The next TiL report is also due to be published in spring 2010.

GLA Reporting

- 3.8 In addition, TfL has contributed to previously produced reports by the GLA, including the State of the Environment Report. The Mayor of London is required by law to publish the State of the Environment Report every four years under the GLA Act 1999. Several categories are compulsory but the Mayor may include other information he considers appropriate. Versions were published in 2003 and 2007, so the next version is due in 2011. The previous versions covered information on: air quality and emissions to air, road traffic levels, water quality and emissions to water, ground water levels, energy consumption, emission of substances which contribute to climate change, land

quality, biodiversity, the production, minimisation, recycling and disposal of waste, noise, natural resources and litter.

Outcome of the Review

- 3.9 Given the distinct nature of TfL's performance as a corporate entity and its broader role in delivering the MTS, reporting on the environment is potentially captured in two places as set out below.
- 3.10 TfL's corporate environmental activities and behaviours (currently documented in the Environment Report) could be captured in a wider CSR type report alongside other key corporate activities relating to TfL's wider social impacts. TfL is currently considering a CSR type report for the organisation and how it might be structured and presented.
- 3.11 The environmental outcomes from travel and transport in London and the impact of the Mayor's policies in changing these outcomes would be captured through a modified version of the TiL report which will monitor and report on delivery of all aspects of the MTS. TfL Planning is currently looking at how the TiL report needs to be modified to ensure this is achieved.

4 RECOMMENDATION

- 4.1 The Environment and Planning Panel is asked to NOTE this paper.

5 CONTACT

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Examples of Environmental Data in the Travel in London report (from Travel in London Report number one)

Sources of carbon dioxide

Figure 6.3 Intensity of carbon dioxide emissions across London, all London

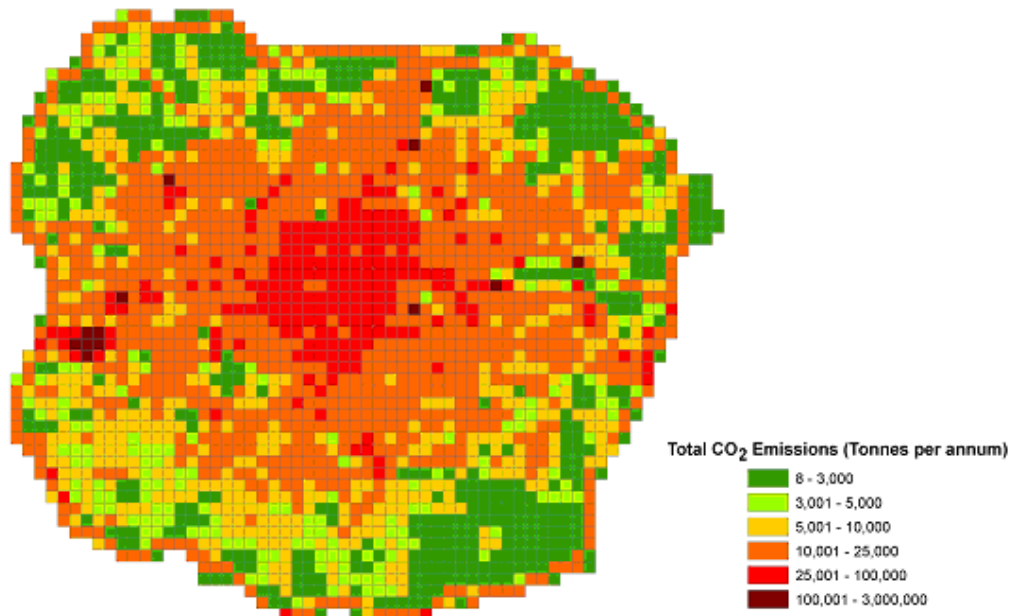


Figure 6.3 shows how CO₂ emissions are spatially distributed across Greater London, in this case extending outwards to include the M25 orbital motorway. As expected, the intensity of emissions reflects the density of buildings and population, the major road network and Heathrow Airport. Maps such as these, which can be 'zoomed in' to look in detail at specific locations, or 'sliced horizontally' to look at the spatial emissions patterns associated with particular sources (such as road traffic), are a key tool in designing and assessing future pollution abatement initiatives.

Local air quality

The National Air Quality Strategy stipulates an annual mean NO₂ objective of 40µgm-3. Figure 6.8 shows the long-run trend in concentrations, as running annual mean average concentrations, for the same geographical monitoring site groupings as used for PM₁₀ (above).

The annual mean NO₂ objective has been exceeded consistently at both, Inner London background and roadside sites, while at Outer London background sites the annual mean NO₂ objective has been achieved since 1998. While it is possible to discern a slow long-run trend towards reduced NO₂ concentrations, these have not reduced as far or as fast as would have been expected, given substantial reductions to emissions of nitrogen oxide (NO_x) over the same period. This is thought to be primarily due to increased 'direct' emissions of NO₂ from diesel-engined vehicles, whereas most NO₂ arises from chemical conversion of NO_x in the atmosphere. As with PM₁₀, continued exceedences of air quality objectives for NO₂ remain an area of concern.

Figure 6.8 Running annual mean nitrogen dioxide (NO₂) levels, representative London air quality monitoring site groupings.



Figure 6.9 shows how concentrations of NO₂ vary across Greater London. On the basis of this indicative projection for 2004, reflecting meteorological conditions in 2003 (which gave rise to several notable pollution ‘episodes’, and which might be considered a ‘worst case’ meteorological scenario), areas in yellow and red exceeded the UK National Air Quality Strategy Objective. This affected much of central and Inner London, reflecting the road network, and the area around Heathrow airport.

Figure 6.9 Indicative NO₂ concentrations for 2004. London Atmospheric Emissions Inventory (2004 release). 2003 meteorology.

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

