

Annex A – Sustainability Appraisal Assessment Tables

Movement and Accessibility						
SA Objectives and Criteria	Key Indicators / Targets (Where appropriate)	Overall Score	Temporal Scale		Cumulative	Commentary (including significance, likelihood and permanency)
SOCIAL						
To reduce crime, disorder and fear of crime.						
To encourage safety by design.	- Recorded crime rates (burglary, theft, criminal damage and violence) - Recorded instances of Anti-social behaviour - Drug related crime - Provision and uptake of drug and alcohol treatment programmes - Number and Distribution of wards with SOAs in bottom 25% for crime deprivation;	+	✓	x	x	Improving linkages will encourage footfall and presence in the town centre. Providing secure cycle parking facilities will help to reduce theft. The positive impact on reduction of crime will be likely, but not highly significant.
To reduce levels of crime.						
To reduce levels of anti-social behaviour.						
To reduce alcohol and drug misuse.						
To improve levels of educational attainment for all age groups and all sectors of society.						
To increase levels of participation and attainment in education for all members of society	- Percentage of people aged 16-74 achieving National Vocational Qualification (NVQ) level 4/5; and - Percentage of resident population aged 16-74 with no qualifications.	+	✓	✓	x	Proposed improvements to public transport and pedestrian cycle links and facilities will help to improve access to education and training facilities in the town centre and surrounding areas.
To improve the provision of, and access to, education and training facilities.						
To improve physical and mental health for all and reduce health inequalities.						
To improve access to health and social care services.	- Percentage residential population in good health compared with national/regional averages; - Rates of under-18s conceptions; - Population with a long-term limiting illness; and - Index of Multiple Deprivation for health deprivation and disability.	+	✓	✓	✓	Proposed improvements to public transport and pedestrian cycle links and facilities will help to improve access to health facilities in the town centre. Improved pedestrian and cycle links and facilities will also encourage healthier lifestyles. A positive cumulative impact would involve reducing the need for the car, resulting in a reduction in air pollution in the town centre (thus impacts on health).
To prolong life expectancy.						
To improve access to public open space and leisure facilities.						
To promote healthy lifestyles.						
To provide greater choice quality and diversity of housing across all tenures to meet the needs of residents.						
To reduce homelessness.	- Ranking of ward within the Index of Multiple Deprivation; - Number and Distribution of wards with SOAs in bottom 25% and 10% most deprived; and - Number and Distribution of wards with SOAs in bottom 25% most deprived for living environment. - Local Housing Market, tenure and average house prices; - Overcrowding; - Proportion of vacant housing; - Housing Demand; and - Key Regeneration Areas.	0	-	-	-	N/A
To increase the availability of affordable housing.						
To improve the condition of Local Authority housing stock.						
To improve the diversity of the housing stock.						
To protect and enhance community spirit and cohesion.						
To promote a sense of cultural identity, belonging and well-being.	- Population transience and ethnicity	0	-	-	-	N/A
To develop opportunities for community involvement.						

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To support strong relationships between people from different backgrounds and communities to promote the 'global community' and ethnic diversity of Wood Green.						
ECONOMIC						
To encourage sustainable economic growth and business development						
To retain existing local employment and create local employment opportunities.	- Employment and unemployment rates;	0	-	-	-	N/A
To encourage the creation of local employment.						
To diversify employment opportunities.						
To encourage economic growth.						
To ensure that new jobs created benefit the local population and contribute to a reduction in unemployment in Wood Green.						
To develop the skills and training needed to establish and maintain a healthy labour pool.						
To improve lifelong learning opportunities and work related training.	- Employment and unemployment rates; - Percentage of people aged 16-74 achieving National Vocational Qualification (NVQ) level 4/5; and - Percentage of resident population aged 16-74 with no qualifications.	0	-	-	-	N/A
To encourage economic inclusion						
To reduce high levels of unemployment in Wood Green.	- Employment and unemployment rates;	+	✓	✓	✓	Proposed improvements to public transport and pedestrian cycle links and facilities will help to improve access to jobs in the town centre and wider London area. A positive cumulative impact would involve reducing the need for the car, resulting in a reduction in air pollution in the town centre (thus impacts on health).
To improve physical accessibility to local and Londonwide jobs.						
To encourage home working schemes.						
To improve the vitality and vibrancy of Wood Green town centre.						
To enhance the town's image.	- Vacant floorspace.	+	✓	✓	✓	Improving linkages will encourage footfall and presence in the town centre. Improvements to the pavements, street furniture and general street maintenance will also contribute to the improvement of the vibrancy and vitality of the town centre. A positive cumulative impact would involve reducing the need for the car, resulting in a reduction in air pollution in the town centre (thus impacts on health).
To develop and market the town as a place to live, work and do business.						
To support the preservation or appropriate development of high quality built and natural environments within the town.						
ENVIRONMENT						
To protect and enhance biodiversity						
To protect and seek opportunities to enhance designated nature	- Distribution of designated sites; - Ecologically valuable sites;	-	✓	✓	x	There is no reference in this section to landscaping or green links within the town centre. This would have a likely significant impact on the

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conservation sites To protect and enhance Priority Species and Habitats identified in the Biodiversity Action Plan. To interlink and enhance habitats and wildlife corridors. To provide opportunities for people to access wildlife and diverse open green spaces. To establish new habitats and spaces to support the wider green infrastructure. To protect and enhance the Borough's landscape, townscape and cultural heritage resources.	- Local Nature Reserves; - Green Chain/Corridors; and - Key Biodiversity Action Plan (BAP) species present.					
						support for biodiversity and habitats.
To promote townscape character and quality. To encourage sensitive design in development. To conserve historic buildings and sites. To conserve historic landscape/townscape value. To preserve and enhance the character and appearance of archaeological sites, historic buildings, conservation areas, historic parks and gardens, and other culturally important features and areas, and their settings. To protect and enhance the character and appearance of townscape/landscape To maintain and strengthen local distinctiveness and sense of place To improve quality of the public realm, creating places that work well, are maintained and managed and are attractive to users. To protect and enhance the quality of water features and resources.	- Listed Buildings; - Conservation areas and Restricted Conservation Areas; and - Historic Parks.		+	✓	✓	✓
						Removing street clutter and improving street quality and maintenance will assist in improving the public realm and townscape of the town centre. This will have a likely positive impact that could be achievable in the short term.
To preserve ground and surface water quality. To conserve water resources. To enhance river corridors To reduce land contamination. To encourage the development and remediation of brownfield land where appropriate. To encourage economic inclusion.	- Local water courses and water quality; - Historical Land use;		+	✓	✓	x
						The guidance promotes sustainable drainage principles in new development and landscaping. This could have a likely positive impact on the surface water quality
			0	-	-	N/A

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To reduce high levels of unemployment in Wood Green. To improve physical accessibility to local and Londonwide jobs. To encourage home working schemes. To limit and adapt to climate change.	- Employment and unemployment rates;	+	✓	✓	✓	Proposed improvements to public transport and pedestrian cycle links and facilities will help to improve access to jobs in the town centre and wider London area. A positive cumulative impact would involve reducing the need for the car, resulting in a reduction in air pollution in the town centre (thus impacts on health).
To reduce CO2 emissions. To reduce and manage flood risk. To encourage 'green design' solutions. To encourage the inclusion of SUDS in new development	- Distribution of areas at risk of fluvial flooding; - CO ₂ emissions.	?	✓	✓	✓	There is no mention of adopting sustainable drainage principles in new pavement and road design and materials. Care would be required to ensure that sustainable drainage principles would be incorporated in new development. At the opposite spectrum however, proposed improvements to public transport and pedestrian cycle links and facilities will help to encourage sustainable modes of transport. This would have a likely positive impact on reducing CO ₂ emissions.
To protect and improve air quality.						
To promote travel plans. To adhere to Air Quality Management Targets, and where possible to enhance environments currently experiencing higher levels of pollution, e.g. High Road.	- Distribution/number of Air Quality Management Areas (AQMAs); - Predicted Annual Mean Nitrogen Dioxide Levels; and - Predicted Daily Mean PM ₁₀ Objectives; - Industries with emissions to air, listed under the Environment Agency Pollution Inventory.	+	✓	✓	x	Proposed improvements to public transport and pedestrian cycle links and facilities will help to encourage sustainable modes of transport. This would have a likely positive impact on improving air quality.
To increase energy efficiency and require the use of renewable energy sources.						
To increase energy efficiency for proposed and existing developments, where practicable. To increase the use of renewable energy. To reduce the use of energy.	- Energy Efficiency; - Renewable energy projects underway in the Borough	+	✓	✓	x	Proposed improvements to public transport and pedestrian cycle links and facilities will help to encourage sustainable modes of transport. This would have a likely positive impact on reducing the use of energy related to cars.
To ensure the sustainable management of natural resources.						
To reduce the consumption of raw materials (particularly those from finite or unsustainable sources). To encourage the re-use of goods. To reduce the production of waste. To support the principals of sustainable design where practicable To increase the proportion of waste recycling and composting across all sectors.	No indicators specific to Wood Green.	+	✓	✓	x	Proposed improvements to public transport and pedestrian cycle links and facilities will help to encourage sustainable modes of transport. This would have a likely positive impact on reducing the use of petrol/oil in relation to car travel.
To promote the use of more sustainable modes of transport.						
To increase accessibility both in terms of getting into and around the town centre. To improve the amenity and	- Car ownership; - Journey to work by mode;	++	✓	✓	✓	Phased reduction in car parking, creating a bus only high road during the day, improvements to cycling links and facilities, and improving mobility and safety of pedestrian will all contribute positively to the promotion of more sustainable modes of transport. This would have a likely high

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connectivity of walking and cycling routes. To encourage active travel (walking and cycling) and the use of public transport. To reduce the use of the private car.						significant impact. The permanency of the impact would be dependant on efficiency of the public transport system and public willingness to change. There would be a cumulative positive environmental impact with reduction in CO2 emissions, energy and natural resources and improvement to air quality.