



# Playing our part in creating a greener city for people and wildlife

Green Infrastructure and Biodiversity Plan

MAYOR OF LONDON

# Contents

---

**3 Foreword**

---

**4 Introduction**

---

**5 The nature of TfL's green estate**

---

**12 Delivering improvements**

---

**22 Making it happen**

---

**27 Glossary**

---

# Foreword

As one of London's largest landowners, Transport for London (TfL), together with its wholly owned commercial property company Places for London, has an extensive network of green spaces and corridors, from tree-lined streets to trackside woodland. Together, these play a crucial role in connecting London's green spaces for wildlife. Healthy green infrastructure also provides important benefits to people, such as providing shade and shelter, reducing surface water flood risk, and improving the way the city looks and feels.

Since the publication of the Mayor's Transport Strategy in 2018, we have taken several important steps to enhance our green infrastructure, including:

- Increasing the number of street trees every year, with current numbers in the region of 25,000
- Installing our first highways sustainable drainage systems (SuDS)
- Trialling and rolling out wildflower verges on our road network (with a total of 260,000 square metres planned by the end of 2024)
- Reducing highways glyphosate use by 70 per cent, and
- Enhancing our understanding of the green infrastructure on our estate by creating a biodiversity baseline map and natural capital account

This plan shows that we are committed to continuing to play our part in creating a greener, more biodiverse city that is resilient and well adapted to climate change. We are giving our customers attractive alternatives to car use, lowering the environmental impact of our business, and using our real estate and infrastructure to create a city that allows people and wildlife to flourish.

**Lilli Matson**  
Chief Safety, Health and Environment Officer

**We will protect,  
connect and  
enhance the green  
infrastructure on  
our estate**

We are creating a city that is greener and more biodiverse





# Introduction

Our society and economy are reliant on the natural world. The intricate web of life is the vital foundation that enables us to lead healthy, happy and fulfilling lives.

Sadly, we have seen a huge decline in nature in the last few decades. The World Wildlife Fund highlighted in its 2022 [Living Planet report](#) that populations of mammals, birds, fish, amphibians and reptiles have declined by 69 per cent on average globally since 1970. And [recent data](#) suggests that two million species worldwide are currently at risk of extinction.

Increasing urbanisation makes the need to regenerate and expand green infrastructure and biodiversity in our cities more important than ever. A 2019 [Committee on Climate Change report](#) stated that the proportion of England's urban areas made up of green space declined from 63 per cent in 2001 to 55 per cent in 2018.

As one of London's largest landowners, and with almost everyone in the capital coming into contact with our network and estate as part of their day-to-day lives, we have a huge opportunity to deliver the benefits brought about by nature directly to Londoners.

London is home to a remarkable variety of plant and animal species. From its lush green parks and gardens to its riverbanks and woodlands, the city provides a wide range of habitats.

This plan, which forms part of TfL's Corporate Environment Plan (2021), sets out our commitments to improving and caring for green infrastructure and biodiversity on our estate and networks. It captures in one place our existing relevant targets, legal requirements and policy commitments, including those in the London Plan (2021), London Environment Strategy (2018), Mayor's Transport Strategy (2018) and in our Climate Change Adaptation Plan (2023), while also setting out the strategic actions that TfL and Places for London will take to deliver them.

Through this plan, we will protect, connect and enhance the green infrastructure, including the biodiversity, habitats and ecosystem services, on our estate. Aimed primarily at our asset and project managers, as well as our engineering design leaders, it also provides an insight into how we manage our natural assets to our external stakeholders and the public.

We will report progress in delivering this plan to TfL's Safety, Sustainability and Human Resources Panel. We will continue to collaborate with stakeholders across London, and more widely, to share best practice and support each other in unlocking opportunities and maximising our positive impact on nature.

The proportion of England's urban areas made up of green space declined from 63 per cent in 2001 to 55 per cent in 2018

We work hard to protect and enhance green spaces across our estate



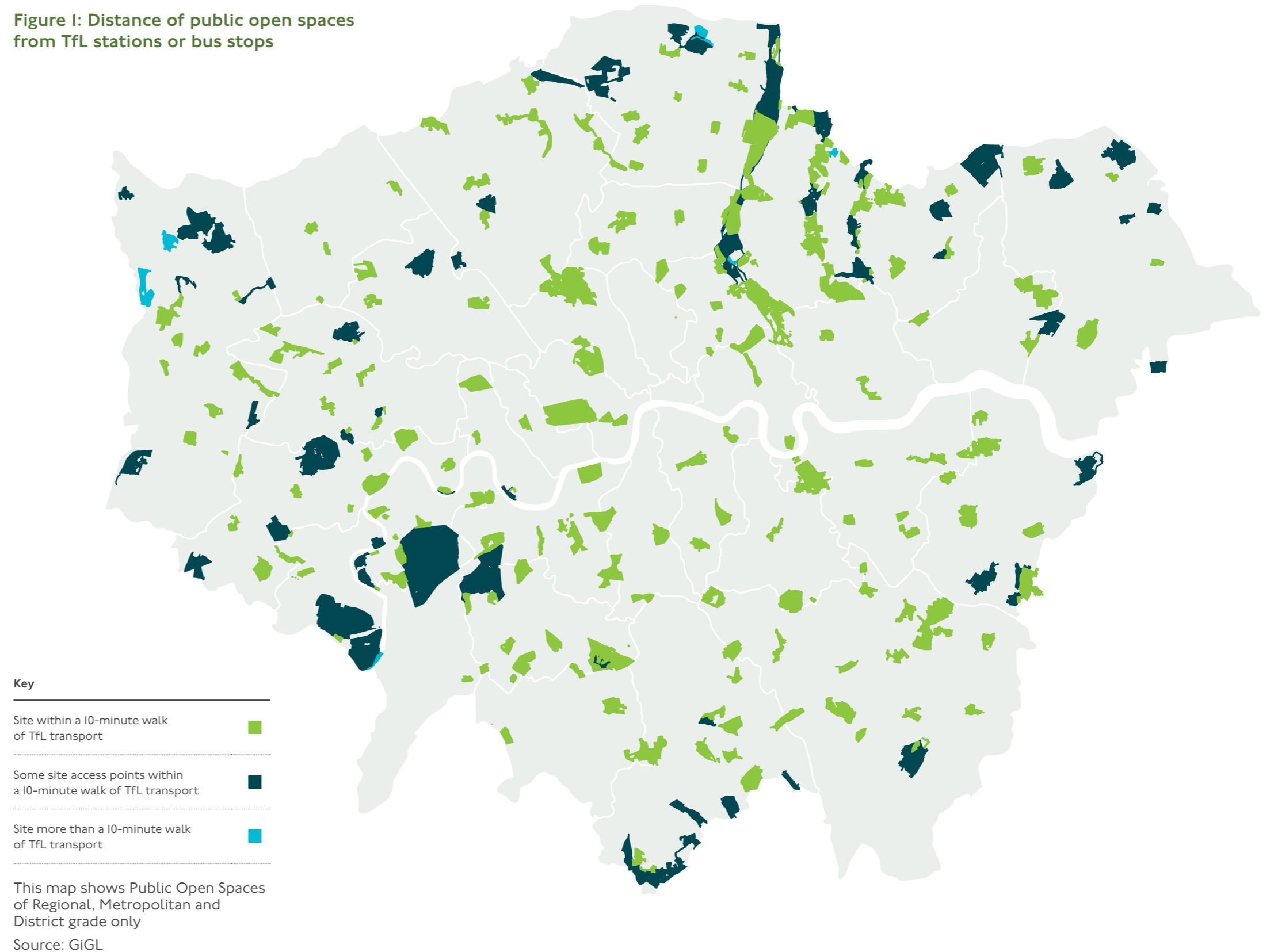
## The nature of TfL's green estate

Protecting, connecting and enhancing our green infrastructure

# Our green capital

London's green infrastructure is its network of parks, green spaces, gardens, woodlands, rivers and wetlands, as well as features such as street trees and green roofs. Our transport system provides easy access for the public to a wide range of the capital's high-quality green, open spaces (see Figure I).

**Figure I: Distance of public open spaces from TfL stations or bus stops**



TfL, together with Places for London, is one of the largest landowners in Greater London, with more than 2,300 hectares. Almost one third of our land is covered by vegetation. Our estate intersects with two Special Areas of Conservation, six Sites of Special Scientific Interest, eight Local Nature Reserves and 139 Sites of Importance for Nature Conservation.

Our land includes a wide variety of habitats, from woodland to wetland, which support more than 1,000 animal species and almost 700 plant species across Greater London. Many of these species are legally protected (see Figure 2). For example, within our disused railway tunnel at Highgate, we have documented the presence of eight different bat species, showcasing the richness of our urban biodiversity.

**Figure 2: Number of species recorded on, and immediately next to, TfL land**



Source: GiGL

### Benefits of green infrastructure and biodiversity

Green infrastructure and biodiversity – the variety of all living things and their interactions – provide a wide range of important benefits, such as helping the city adapt to climate change and encouraging active travel. Many of these benefits have significant economic value to TfL, to people living and working in, and exploring, London, and to wider society (see Figure 3).

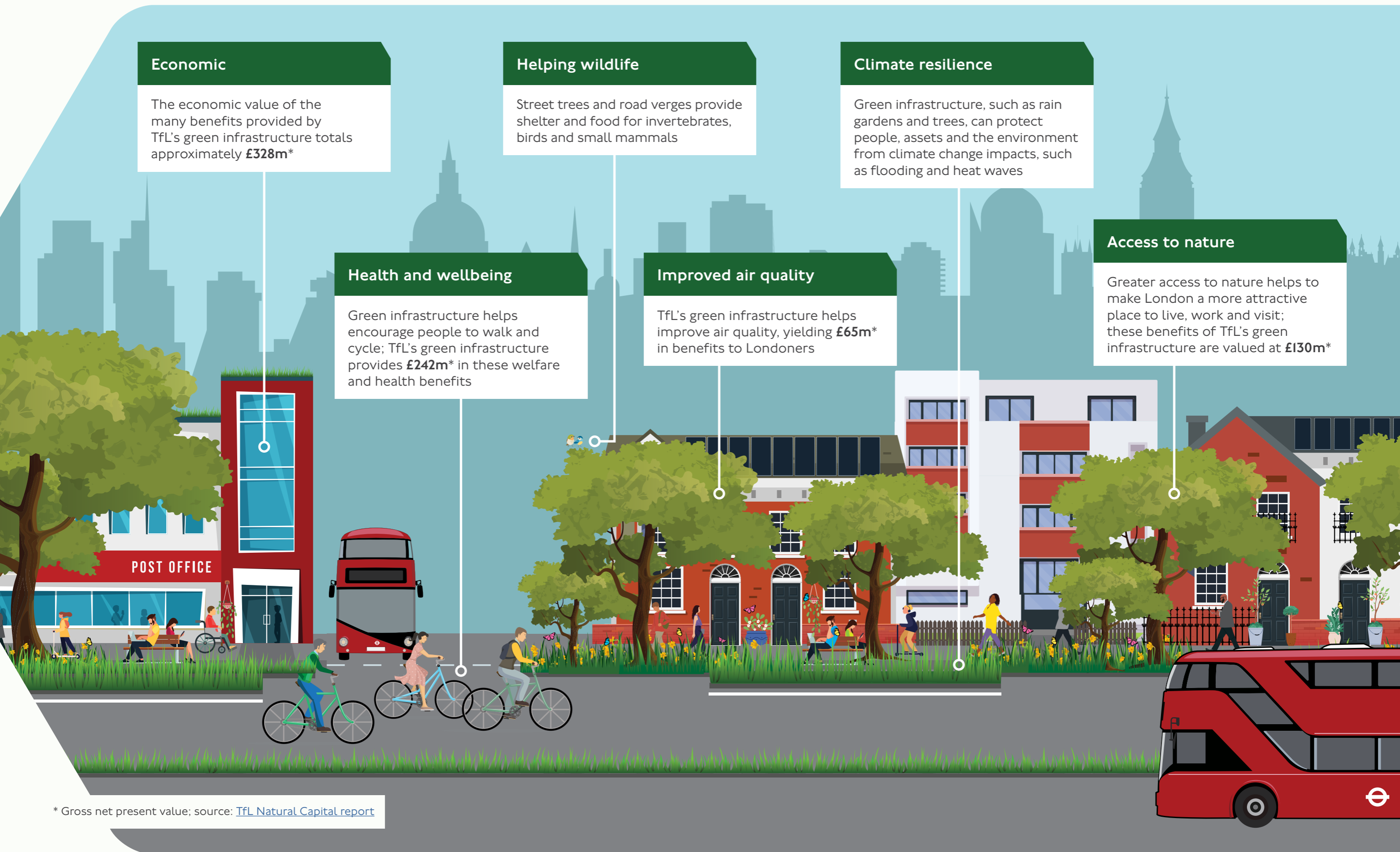
Green infrastructure helps the city adapt to climate change and encourages active travel

Improving green infrastructure delivers significant health benefits



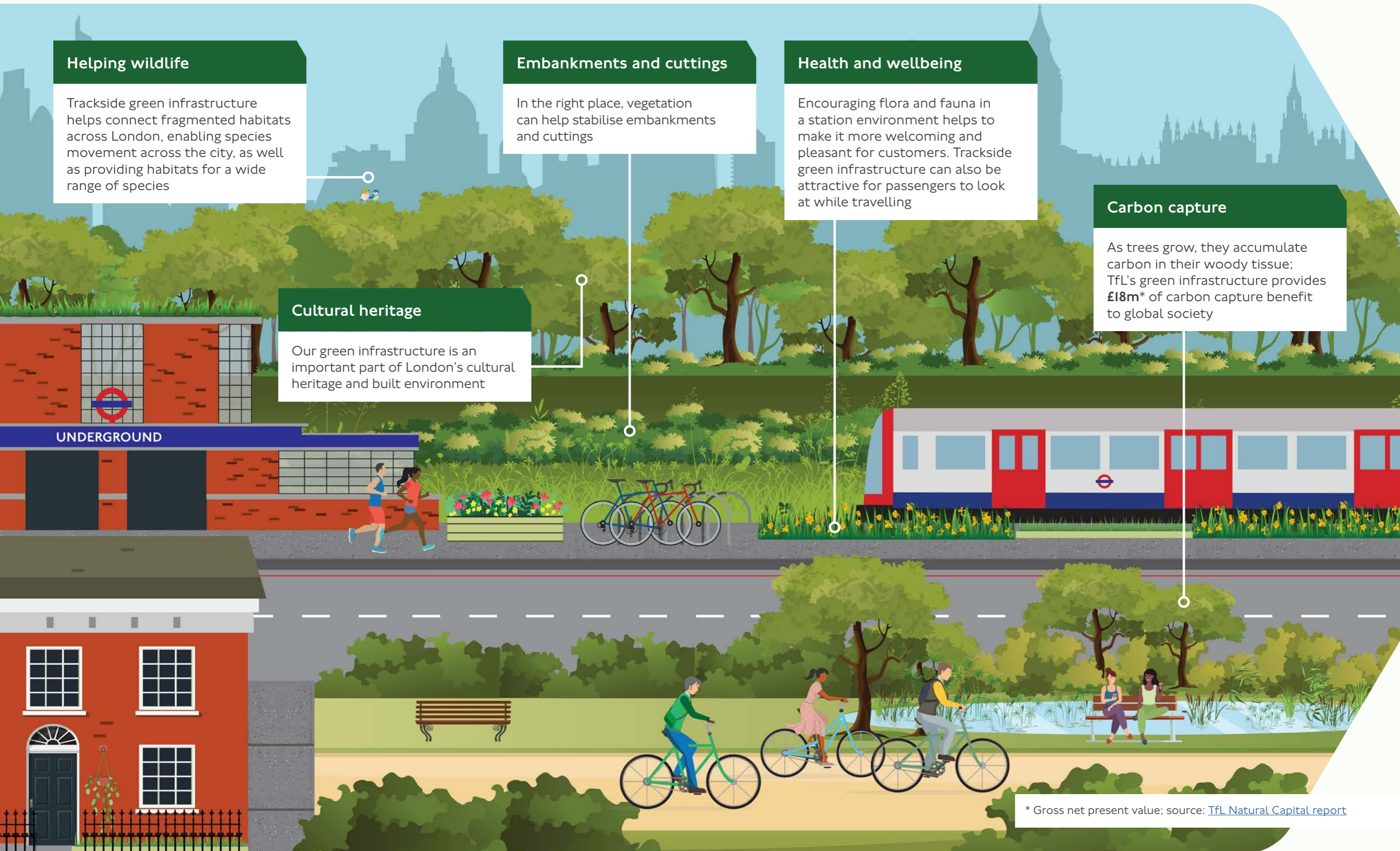


Figure 3.1: Benefits – street setting



\* Gross net present value; source: [TfL Natural Capital report](#)

Figure 3.2: Benefits – railway setting





Green infrastructure can make areas more attractive for active travel

### Legal requirements and other commitments

The importance of green infrastructure is recognised in legislation and policy. For example, the Environment Act 2021 requires there to be biodiversity net gain for projects in the planning system. Biodiversity net gain is an approach to development and/or land management that aims to leave the natural environment in a measurably better state than it was before. The National Planning Policy Framework (which sets out the Government's planning policies for England) stipulates that planning policies and decisions must contribute to, and enhance, the natural and local environment.

The Mayor has embedded the value and importance of green infrastructure into a range of policies and commitments contained in the London Plan, London Environment Strategy and Mayor's Transport Strategy. TfL, in turn, incorporates these policies and commitments into our Green Strategy (2023), Corporate Environment Plan and Climate Change Adaptation Plan.

There is also growing private sector recognition and scrutiny of the importance of biodiversity. For example, the [Taskforce on Nature-related Financial Disclosures](#) – an international initiative providing organisations with the tools to act on evolving nature-related issues – aims to support a shift towards nature-positive outcomes.

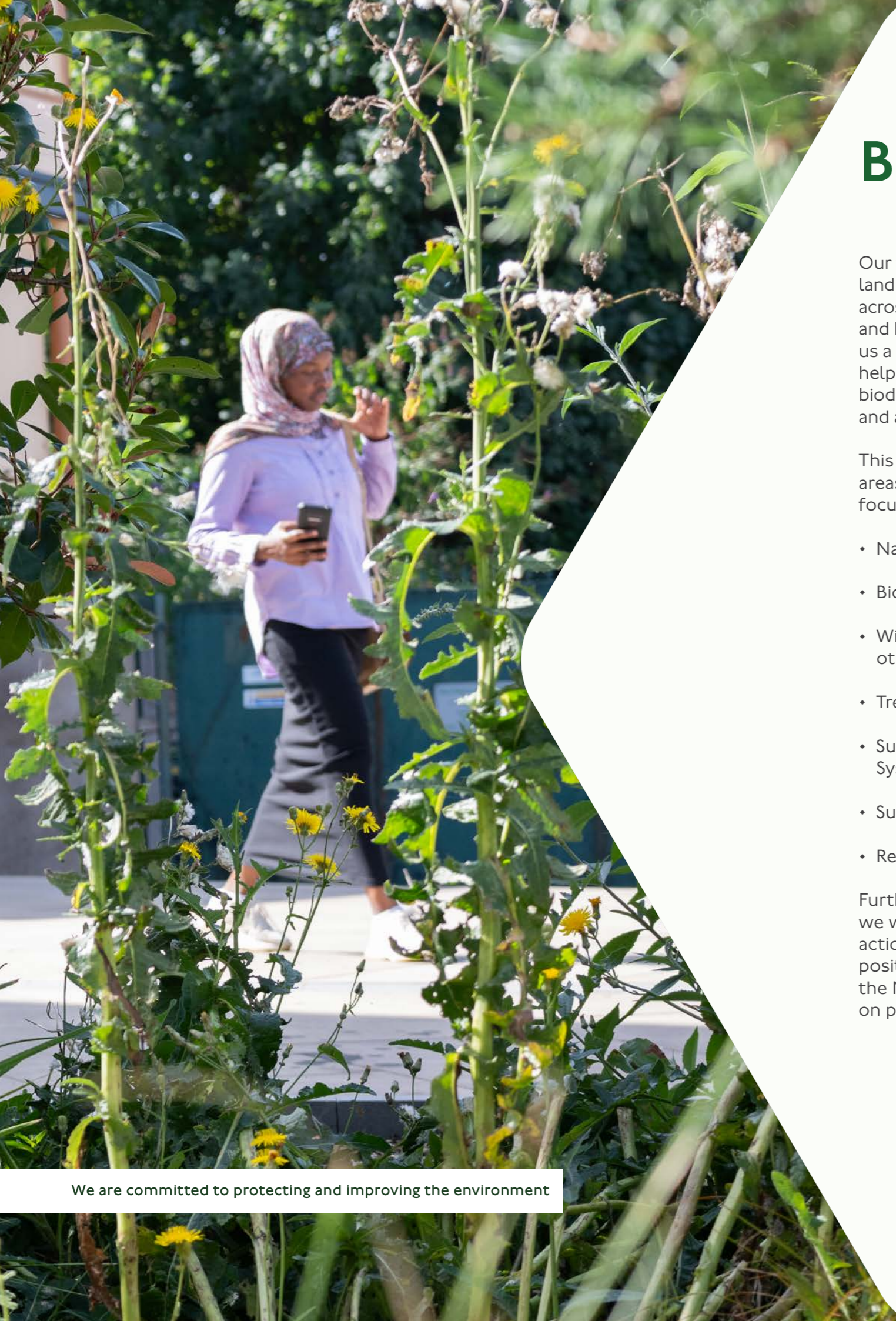
To meet our legal requirements and policy commitments, we have set out clear accountabilities and actions for our leadership and business areas.



## Delivering improvements

Maximising the benefits gained from our green infrastructure and biodiversity





# Bringing about positive change

Our transport network and land are extensive, stretching across every part of London and beyond. This gives us a great opportunity to help create a greener, more biodiverse city that is resilient and adapted to climate change.

This chapter outlines the key areas of activity that we will focus on, comprising:

- Natural capital
- Biodiversity net gain
- Wildflower verges and other grasslands
- Trees and canopy cover
- Sustainable Drainage Systems
- Sustainable resource use
- Reducing inequalities

Further information on how we will take forward these actions, and bring about positive change, are set out in the Making it happen chapter on page 22.

## Natural capital

Natural capital can be defined as the elements of nature, known as assets, that directly or indirectly underpin value to people, including ecosystems, species, freshwater, soils, minerals, the air and oceans. A natural capital account is one way to measure and value the natural capital that an organisation owns or manages, and/or the benefits on which an organisation depends. Understanding the changes to natural capital that result from decisions we make can help us to make choices that increase the benefits that we, and London, gain from our green infrastructure.

In 2022, TfL was the first transport provider in the UK to carry out a natural capital assessment of its entire estate, to the high standards of the Natural Capital Protocol and the relevant British Standard. The assessment found that the benefits from TfL's natural capital assets that can be monetised have an estimated gross asset value of [£328m](#) in current terms. This is likely to be a large underestimate for TfL and London, due to gaps in the academic literature and in the way that TfL records green infrastructure data.

We will develop and maintain a programme of green infrastructure and biodiversity research and innovation projects, which will help us fill the data gaps identified as part of our first natural capital account, and improve future assessments. In turn, this will assist us in making better decisions about how to manage our green infrastructure to maximise the benefits and set more holistic targets in the future.

We will maintain our natural capital account with updated analysis at least every four years, and embed natural capital into decision-making to maximise the benefits we gain from our green infrastructure and biodiversity.

In 2024, we will use our natural capital account to inform our first Taskforce on Nature-related Financial Disclosures report. This global risk management and disclosure framework enables organisations to report and act on evolving nature-related risks and opportunities, thus integrating nature into business decision-making.

### Biodiversity net gain

One of the drivers of biodiversity loss across the UK is habitat loss from development. The London Plan's [Urban Greening Factor](#) policy is a key way to help address urban biodiversity loss in new developments. A newly mandated national approach, biodiversity net gain, complements this. Biodiversity net gain is a way to contribute to the recovery of nature by making sure that the natural environment is left in a better state after development than it was before.

The Mayor's Transport Strategy and TfL's Corporate Environment Plan both included early biodiversity net gain commitments. The new legal requirement under the Environment Act 2021 means that, from February 2024, major new developments within the planning system are required to deliver a biodiversity net gain (measured in biodiversity units using the Defra [biodiversity metric](#)) of at least 10 per cent. As per the current Government timetable, this will apply to small sites later in 2024, and Nationally Significant Infrastructure Projects in 2025.

In delivering biodiversity net gain, developers must follow the biodiversity net gain hierarchy. This emphasises the importance of first avoiding biodiversity loss as a result of development. If avoidance is not possible, the hierarchy then requires that developers reduce any losses as much as possible, and only then compensate for losses.

**We aim to deliver a net gain in biodiversity across our entire estate compared to our 2018 baseline**

Habitat loss as a result of development should be avoided



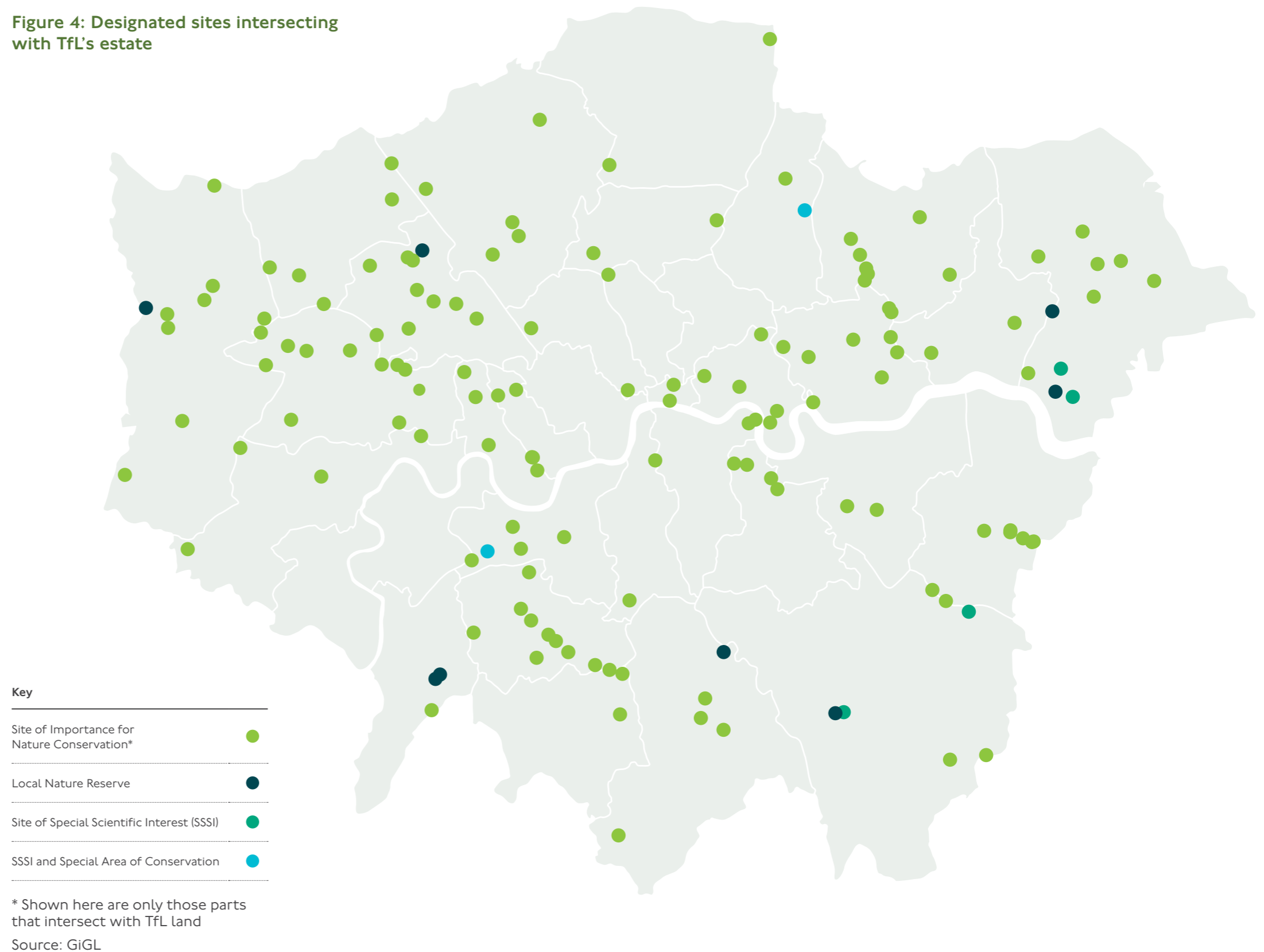
To inform our work on biodiversity net gain and help us track changes over time, we needed a baseline assessment of the biodiversity on our estate. In 2018, TfL was the first transport organisation in the country to use aerial imagery for a biodiversity baseline mapping project of its estate on a city-wide scale – this showed that our most common habitat type is woodland and forest. We will repeat this assessment in 2024 to help us identify the greatest opportunities for biodiversity net gain.

The 139 Sites of Importance for Nature Conservation on our estate will form an important part of our work on biodiversity net gain. These sites cover a significant portion of the whole network (see Figure 4). They are a material consideration in the planning system but have no legal protection. Guidance released by the Government allows for biodiversity offsetting to occur on these sites, subject to certain conditions being met, such as delivering enhancements that are in addition to what the site was originally designated for.

Our other designated sites – Special Areas of Conservation, Sites of Special Scientific Interest and Local Nature Reserves – are legally protected and high in biodiversity value and so are not as suitable for offsetting purposes.

We will develop bespoke training to ensure relevant colleagues across TfL and Places for London understand our legal obligations and how best to integrate biodiversity net gain into our projects and maintenance activities.

**Figure 4: Designated sites intersecting with TfL's estate**



To establish priorities and map proposals for specific actions to drive nature's recovery, [Local Nature Recovery Strategies](#) are now required under the Environment Act 2021. In essence, these spatial strategies form a system of plans for nature recovery across the whole of England.

In London, the Local Nature Recovery Strategy will identify and map opportunity areas to further expand, enhance and connect the existing network of designated sites. This will establish the city's strategic biodiversity priorities, informing local actions to drive nature's recovery and provide wider environmental benefits. Some of these benefits could be delivered through biodiversity offsetting.

The Department for Environment, Food and Rural Affairs (Defra) has confirmed that the Greater London Authority (GLA) is the responsible authority for the Greater London Local Nature Recovery Strategy, which is planned to be published in 2025. We will have a key role in delivering against this strategy through our schemes, operations and reporting. This plan, through its focus on data improvements and identifying strategic opportunities for biodiversity enhancements, provides an important foundation for the Greater London Local Nature Recovery Strategy.

### **Wildflower verges and other grasslands**

Grasslands comprise approximately 30 per cent of TfL's total green infrastructure. There are many different types of grassland, of varying importance to biodiversity. For example, chalk grassland and acid grassland are rare habitats in London that themselves support rare plant and wildlife species.

TfL's 580km road network supports 200 hectares of grassland. Included in this are wildflower verges, which are simply road verges with a different maintenance regime aimed at increasing biodiversity. Changing the management of these verges allows wildflowers to bloom and set seed, providing valuable habitat and foraging resources for pollinating insects. It can also mean [higher rates of soil carbon sequestration](#) (transferring carbon dioxide from the air into the soil in the form of organic carbon), and fewer carbon emissions from mowing.

Following a [2019 TfL wildflower verges trial](#), we rolled out wildflower verges to almost 13 hectares of our roadside verges. This growth will continue as we plan to look after and expand our wildflower verges in future, as well as explore their potential to deliver biodiversity net gain. In some locations, we are also planting flower bulbs for additional visual interest.

**We will double the area of our wildflower verges to 260,000 square metres in 2024**

**We will look after and expand our wildflower verges, and explore their potential to deliver biodiversity net gain**

Wildflowers are an important food source for pollinators like bees



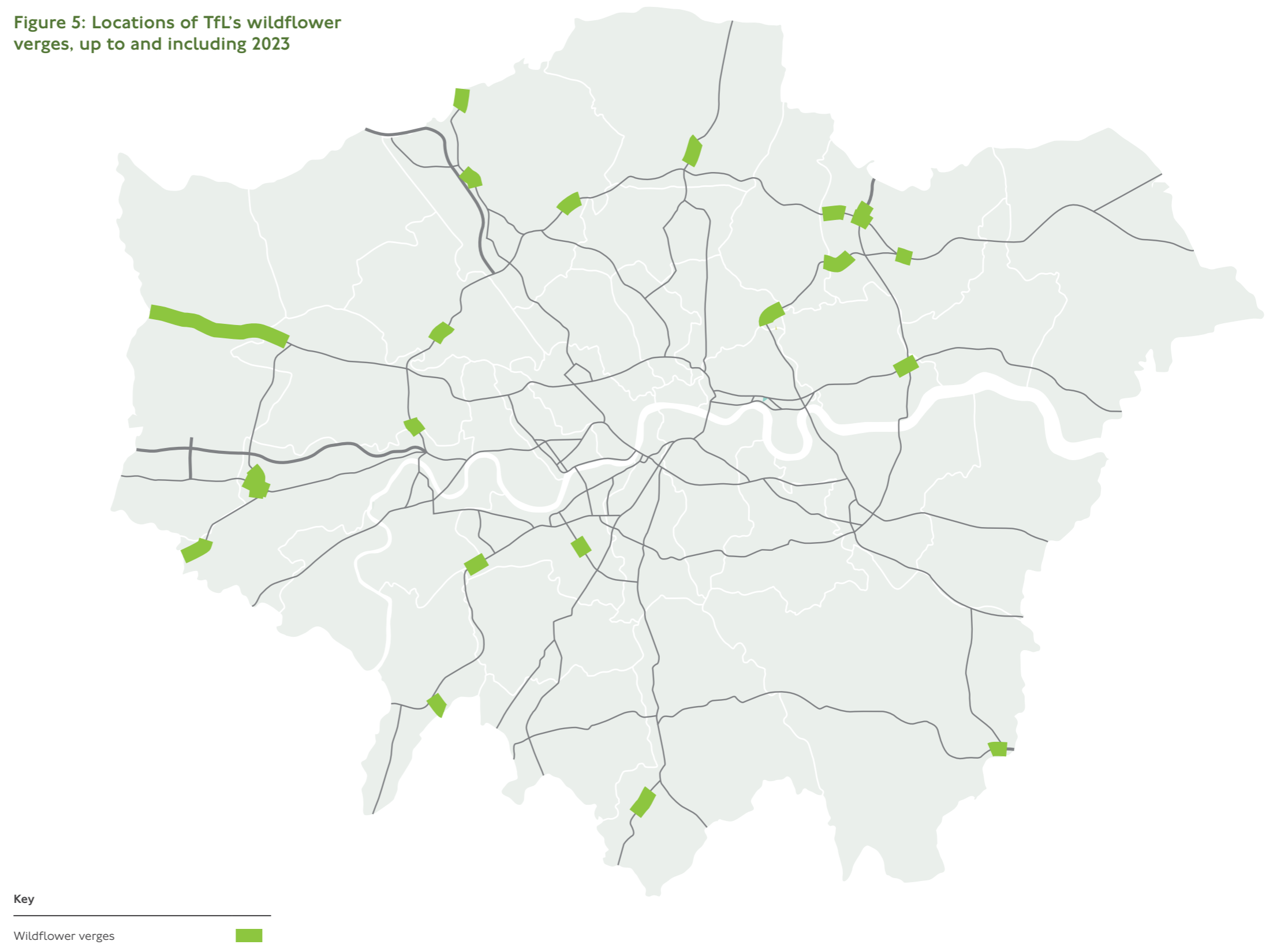


Where our network verges need additional clearance, for example to allow for safe lines of sight, we ensure that a proportion of the verge is cut back from the carriageway more regularly. We also use signage to inform the public when verges are being managed to encourage wildflower growth.

We are keen to explore the potential for greater community and youth engagement and involvement in the delivery of new, and management of existing, green spaces.

As well as roadside grasslands, trackside grassland habitats around the railway are likely to play an increasingly important role in our strategic green infrastructure management. Increasing the area of species-rich grasslands across our estate will help wildlife to move more easily between London's existing green spaces, and so help to support, and potentially increase, wildlife populations.

**Figure 5: Locations of TfL's wildflower verges, up to and including 2023**



### Trees and canopy cover

Approximately [21 per cent](#) of London's land area is covered by tree canopy. This is reflected in TfL's canopy cover, which covers approximately 19 per cent of our estate. The main tree locations on our estate comprise:

- Highways, with almost 25,000 street trees and 113 hectares of roadside woodland
- Trackside, with woodland and trees
- Rail depots, sidings and property development portfolio

In certain circumstances across our network, trees can be a safety risk – for example, because of damage to transport infrastructure or excessive leaf fall on tracks – and so need to be carefully managed. To help meet the additional management challenges that climate change will bring, such as high winds, drought and pests and diseases, we will ensure our trees are both adapted to climate change – and so better able to withstand severe weather – and support climate adaptation in London – such as reducing surface water flood risk and providing shade and cooling.

We recognise the many important benefits that trees and canopy cover provide to London and to TfL (see 'The nature of TfL's green estate' chapter, page 5). We are on track to meet the Mayor's Transport Strategy target to increase street tree numbers by one per cent per year until 2025. Our Corporate Environment Plan also commits us to increasing TfL-wide tree canopy cover by 10 per cent by 2050, compared with the 2016 baseline. To meet this, we will publish a tree canopy cover plan by March 2025.

By the end of 2025, with improved data, we will have developed outcome-focused green infrastructure targets (for example, those on increasing specific ecosystem services). This will help us to strategically plan our tree planting to make sure that canopy cover, and the many benefits that this provides, is maintained and increased where appropriate.

We will ensure our trees are both adapted to climate change and support climate adaptation in London

We aim to increase our tree canopy cover by 10 per cent by 2050

Trees help with shade, cooling, and reducing surface water flood risk





**An additional 5,000 square metres of catchment to drain into highways SuDS each year**

SuDS help London adapt to climate change

### **Sustainable Drainage Systems**

Sustainable Drainage Systems (SuDS) are measures that help to reduce the amount, and/or slow the flow, of rainwater reaching London's drainage networks. This is crucial in the context of climate change, which will see London experiencing more frequent and more extreme rainfall events than our old and overburdened drainage networks were not designed to cope with (see our Climate Change Adaptation Plan for more information).

Many types of SuDS include green infrastructure, such as rain gardens, roofs planted with vegetation, and wetlands, which is prioritised in the drainage hierarchy set out in the London Plan. These 'nature-based solutions' have several advantages over 'grey' SuDS (such as permeable paving and underground storage tanks), including supporting biodiversity, and improving the visual appeal of the urban realm. A green and well-adapted road network also helps encourage active travel across the city, in line with TfL's Healthy Streets Approach.

Crucially, nature-based solutions can also help reduce road runoff pollution from tailpipe emissions and tyre and brake wear. A [map](#) created by the charity Thames21 and British Geological Survey, using TfL data, identifies where road runoff pollution most needs to be tackled. It also reveals where nature-based solutions would be most effective in improving water quality.

To date, we have delivered more than 6,500 square metres of catchment draining into highways SuDS, including rain gardens at Elspeth Road, Wandsworth and at the Rotherhithe roundabout. In addition, we have several extensive green roofs across our operational estate, property development portfolio and estate refurbishment works.

We are on track to meet our Climate Change Adaptation Plan target of an additional 5,000 square metres of catchment draining into highways SuDS each year, and have committed to making SuDS the default drainage option for TfL projects. We are also exploring opportunities to further increase SuDS delivery across our estate.

Following the July 2021 flood events, we are collaborating with key flood risk management organisations to develop a London surface water flooding strategy and associated implementation plan, which are due to be published in 2024. Part of this work includes mapping where SuDS will be most effective in managing surface water flood risk. This, in combination with the existing mapping of priority SuDS locations for managing road runoff pollution, will help us prioritise where we install SuDS.

### **Sustainable resource use**

Our Corporate Environment Plan sets out our aims for sustainable resource use. We have a responsibility to reduce our use of resources for green infrastructure planting and maintenance, such as peat and fuel. We also need to consider how best to use our waste materials, such as timber and grass cuttings. Consequently, we will work with our suppliers to maximise the benefits of green infrastructure and biodiversity, while reducing our resource use, through our supply chains and procurement processes.

[Work by Forest Research](#) has established that, as our climate changes, London will no longer have conditions suitable for some of our native plant species. This means that we will need to diversify and explore the use of both native and non-native species to ensure climate resilience by carefully choosing the right species for each location. Our Climate Change Adaptation Plan sets out how we plan to adapt our network to climate change.

Our biosecurity policy, which is embedded in our updated Safety, Health and Environment management system, and in contracts with our suppliers, will continue to play a crucial role in TfL's adaptation to climate change in cases where we introduce new climate-resilient species to London. The policy will also ensure that we do not replace plants more often than is needed, helping to reduce our use of resources.

Our soils are an important asset, providing the foundation for our green infrastructure and biodiversity. Soil health can affect its capacity to hold or drain water, its susceptibility to damage, especially from compaction, and its ability to support particular habitats. We will ensure that TfL's soils are protected from degradation or contamination, reducing the need for additional resources, such as fertiliser and compost.

We will eliminate the use of pesticides, including glyphosate, where operationally and financially feasible. In this way, we will minimise their effect on biodiversity, and reduce the demand for resources used in pesticide creation.

**We will maximise the benefits of green infrastructure and biodiversity through our supply chains**

**Our biosecurity policy will play a crucial role in TfL's adaptation to climate change**

Green infrastructure resource use needs to be kept to a minimum



Marginalised and vulnerable groups are more likely to experience climate change impacts

Investing in green infrastructure can help address social inequalities

### Reducing inequalities

According to a [Ramblers report](#), access to high-quality green space is good for our physical and mental health, and narrows the gap in health outcomes between the richest and poorest in society. TfL plays a key role in not only helping to protect, connect and enhance green canopy cover across our own estate, but also in assisting in making green spaces, such as parks and recreation grounds, accessible to the public. Our investment will be informed by the need to both improve green infrastructure and provide sustainable travel access to help reduce social and environmental inequalities.

One of many examples of our investment in this area is our [Leisure Walking Plan](#). This seeks to enhance and improve the Walk London Network, setting out a range of actions that include upgrading existing routes and improving communities' access to green space.

Green infrastructure is also a crucial climate change adaptation measure, for example by helping to reduce surface water flood risk, and providing shade and cooling in hot weather. Marginalised and vulnerable groups are more likely to experience climate change impacts, and to be more severely affected by them, with a reduced likelihood of a quick recovery, as stated in a 2020 [Health Expert Advisory Group report](#).

TfL's work on green infrastructure can therefore contribute to climate justice by:

- Ensuring equitable access to active travel opportunities. For example, walking is the most common transport option for older Londoners, as stated in our 2019 report, [Understanding London's diverse communities](#). The use of green infrastructure to support London's adaptation to climate change will also help maintain (and potentially even increase) the attractiveness of walking as a travel option. TfL will therefore help reduce climate-related inequalities
- Helping to reduce climate risks and environmental inequalities beyond TfL's estate. For example, installing nature-based solutions, such as the rain garden at Elspeth Road in Wandsworth, could help reduce flood risk beyond TfL's boundaries
- To inform this work, TfL will map sustainable travel access to London's green spaces in relation to socio-economic factors to help inform investment decisions, by the end of 2025



# Making it happen

Delivering on our promises



# The way forward

We are committed to creating a greener, more biodiverse and climate-adapted transport network, giving customers attractive alternatives to the car and lowering our environmental impact. The way forward requires a coordinated effort across TfL, as well as working with external stakeholders.

We will deliver this plan through the founding principles of 'making it happen', as set out in our Corporate Environment Plan. We will:

- Make it a core part of TfL and Places for London culture, advocated by leaders and championed in every team
- Incorporate it into standards, specifications, contracts and management systems
- Deliver it through business planning, asset management and procurement

Delivering this plan will not only help us meet our legal requirements and policy commitments, but will lay the foundation for future improvements to our green infrastructure and biodiversity. This chapter summarises all the actions that we will take to meet our commitment to protect, connect and enhance the green infrastructure – including the biodiversity, habitats and ecosystem services – on our estate. Unless a specific transport mode is mentioned, all the actions apply to both TfL and Places for London.

The actions can be divided into three main areas: leadership, governance and funding; capital and operations; and collaboration, communication and reporting. Some actions are specific to the topics covered in the previous chapter, and some are cross-cutting across the entire plan. Together, they will also help us deliver the ambition of our Climate Change Adaptation Plan.

**We are committed to creating a greener, more biodiverse and climate-adapted transport network**

We will make this plan a core part of our company culture

# Leadership, governance and funding

## What's our objective?

Ensure TfL's leadership and governance enable it to meet, or exceed, its legal requirements and policy commitments

## How will we achieve this?

- Create and deliver training, tools and guidance by the end of 2025 to ensure TfL meets its policy commitments and legal requirements
- Ensure that all relevant information in our Safety, Health and Environment management system is comprehensive and up to date
- Map sustainable travel access to London's green spaces in relation to socio-economic factors, to help inform investment decisions, by the end of 2025
- Improve TfL's green infrastructure and biodiversity data through our systems and contracts
- Develop a programme of green infrastructure and biodiversity research and innovation projects
- Update our natural capital account at least every four years, and embed this into decision-making by the end of 2026
- Publish a tree canopy cover plan by March 2025
- Where appropriate, update existing, and develop new, outcome-focused green infrastructure targets by the end of 2025
- Explore options for third-party funding for green infrastructure creation, maintenance and enhancement



We will meet or exceed green infrastructure legal requirements



# Capital and Operations

## What's our objective?

Ensure our capital delivery and day-to-day operations minimise risks and maximise green infrastructure and biodiversity benefits, including reducing social and environmental inequalities

## How will we achieve this?

- Identify locations for green infrastructure and biodiversity enhancement and creation by the end of 2025
- Use the results of our data improvement and research programme to enhance green infrastructure and biodiversity design and management
- Meet biodiversity net gain legal requirements in a cost-effective way that maximises broader outcomes
- Look after and expand our wildflower verges, and explore their potential to deliver biodiversity net gain
- Ensure our green infrastructure is both adapted to climate change and supports London's climate change adaptation
- Ensure our investment is informed by the need to improve green infrastructure, and reduce social and environmental inequalities
- Work to protect TfL's soils from degradation or contamination
- Eliminate our use of pesticides wherever operationally and financially feasible
- Embed green infrastructure and biodiversity requirements into relevant contracts and procurement processes
- Ensure that the Places for London Sustainable Development Framework key performance indicators are met



Reducing social and environmental inequalities is key

# Collaboration, communication and reporting

## What's our objective?

Build effective relationships with our stakeholders and the public that support our green infrastructure and biodiversity actions

## How will we achieve this?

- Engage the public on TfL's green infrastructure and biodiversity, for example through our community gardens and In Bloom competition
- Work with our suppliers and tenants to maximise the benefits of green infrastructure and biodiversity
- Continue our work as a contributing member of key knowledge-sharing groups to help us learn from others and share best practice
- Report progress in delivering this plan through TfL's Safety, Sustainability and Human Resources Panel
- Ensure relevant data are shared with Greenspace Information for Greater London Community Interest Company (GiGL), following its data standards, within one month of TfL receiving any ecological survey reports
- Pilot Taskforce on Nature-related Financial Disclosures reporting in 2024
- Continue to collaborate with the boroughs, for example via the London Technical Advisors Group and London Boroughs Biodiversity Forum
- Ensure that Local Implementation Plan guidance for the boroughs fully reflects the objectives and outcomes of this plan

We will prioritise investment in green infrastructure improvement and creation initiatives

Working with suppliers is an important part of our approach



# Glossary

<b>Biodiversity</b>	Term used to describe the enormous variety of life on earth, including plants, bacteria, animals and humans. It can be used more specifically to refer to all the species in one region or ecosystem
<b>Biodiversity net gain</b>	An approach to development that leaves biodiversity in a better state than it was before
<b>Biodiversity offsetting</b>	A form of compensation that trades biodiversity loss in one location with measurable gains in another
<b>Biodiversity unit</b>	A measure of biodiversity, calculated by an ecologist using the Defra biodiversity metric
<b>Biosecurity</b>	Procedures or measures designed to protect the population against harmful biological or biochemical substances
<b>Canopy cover</b>	The area covered by the spread of leaves of one or more trees
<b>Catchment</b>	The area of land into which water flows, for example, a lake, river or SuDS
<b>Climate change adaptation</b>	Improvements to the built environment, assets or processes that lead to a reduction in harm or risk of harm, or realisation of benefits associated with climate variability and climate change. Adaptation policies can lead to greater resilience of communities and ecosystems to climate change
<b>Department of Environment, Food and Rural Affairs (Defra)</b>	Government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities in the UK
<b>Ecosystem</b>	All the organisms and the physical environment with which they interact
<b>Ecosystem services</b>	Benefits provided by ecosystems that contribute to making human life possible and worth living. The four main categories are: regulating (for example, pollination, clean air and water); provisioning (for example, food, raw materials); cultural (for example, recreation, education); and supporting (for example, nutrient cycling, soil formation)
<b>Green infrastructure</b>	The network of parks, green spaces, gardens, woodlands, rivers, green roofs, street planting, rail and road verges and wetlands that is planned, designed and managed to: promote healthier living; lessen the impacts of climate change; improve air quality and water quality; encourage walking and cycling; store carbon; and improve biodiversity and ecological resilience
<b>Greenspace Information for Greater London CIC (GiGL)</b>	London's environmental records centre. GiGL provides a hub for collating and sharing data about London's wildlife, habitats, green space and related data, and provides services to its stakeholders to help them make informed decisions

<b>Habitat</b>	In the context of biodiversity assessments: a collection or association of plant species within a designated geographical unit, which forms a relatively uniform patch, distinguishable from neighbouring patches of different vegetation types
<b>Natural capital</b>	The sum of our ecosystems, species, fresh water, land, soils, minerals, air and seas. These are all elements of nature that either directly or indirectly bring value to people and the country. Natural capital does this in many ways, including through providing us with food, clean air and water, wildlife, energy, wood, recreation and protection from extreme weather events
<b>Natural capital account</b>	The set of environmental resources – including green space, air, water, wildlife – that provides services, such as flood protection or cleaner air, that benefit the wellbeing of Londoners and the city's economy. Like other forms of capital, such as human capital and goods and services, natural capital is a valuable asset that must be managed sustainably to maintain and improve these benefits
<b>Natural Capital Protocol</b>	A framework for generating information about the value of the natural environment for businesses, and to inform their decision-making
<b>Places for London Limited</b>	Formerly known as TTL Properties (TTLP) Limited, Places for London is TfL's wholly owned property arm. It looks after existing rental estate, and is building homes and developments across London
<b>Resilience</b>	The ability of a system to recover from the effect of an extreme load that may have caused harm
<b>Sites of Importance for Nature Conservation (SINCs)</b>	Locally designated areas that are recognised as being of particular importance to wildlife and biodiversity. Although a non-statutory designation, SINCs are afforded a high level of protection within the planning system
<b>Species</b>	The largest group of organisms in which any two individuals of the appropriate sexes or mating types can produce fertile offspring. Legally protected species are those afforded protection through national or international law due to their rarity, conservation importance or threat
<b>Sustainable Drainage Systems (SuDS)</b>	Systems designed to efficiently manage the drainage of surface water in the urban environment. The use of SuDS in London helps reduce the impact on, and cost of upgrading, London's largely Victorian, insufficient drainage infrastructure
<b>Urban Greening Factor</b>	A tool that evaluates and quantifies the amount and quality of urban greening that a scheme provides, to inform decisions about appropriate levels of greening in new developments
<b>Woodland</b>	Tree-covered areas, including plantation forests, more natural forested areas, and lower-density or smaller stands of trees

---

## About us

Part of the Greater London Authority family led by Mayor of London Sadiq Khan, we are the integrated transport authority responsible for delivering the Mayor's aims for transport. We have a key role in shaping what life is like in London, helping to realise the Mayor's vision for a 'City for All Londoners' and helping to create a safer, fairer, greener, healthier and more prosperous city. The Mayor's Transport Strategy sets a target for 80 per cent of all journeys to be made by walking, cycling or using public transport by 2041. To make this a reality, we prioritise safety, sustainability, health and the quality of people's experience in everything we do.

We run most of London's public transport services, including the London Underground, London Buses, the DLR, London Overground, Elizabeth line, London Trams, London River Services, London Dial-a-Ride, Victoria Coach Station, Santander Cycles and the IFS Cloud Cable Car.

We manage the city's red route strategic roads and are responsible for the maintenance, management and operation of more than 6,000 sets of traffic lights across the capital. The London boroughs are responsible for all the remaining roads within their boundaries. The experience, reliability and accessibility of our services are fundamental to Londoners' quality of life. Safety remains our number one priority and we continue to work tirelessly to improve safety across the network for both colleagues and customers.

Our vision is to be a strong, green heartbeat for London. We are investing in green infrastructure, improving walking and cycling, reducing carbon emissions, and making the city's air cleaner. The Ultra Low Emission Zone, and fleets of increasingly environmentally friendly and zero-emission buses, are helping to tackle London's toxic air. We are also improving public transport options, particularly in outer London, to ensure that more people can choose public transport or active travel over using their vehicles.

That is why we are introducing the outer London Superloop bus network, providing express bus routes circling the entire capital, connecting outer London town centres, railway stations, hospitals and transport hubs.

We have constructed many of London's most significant infrastructure projects in recent years, using transport to unlock economic growth and improve connectivity. This includes major projects like the extension of the Northern line to Battersea Power Station and Nine Elms in south London, as well as the completion of the London Overground extension to Barking Riverside and the Bank station upgrade.

The Elizabeth line, which opened in 2022, has quickly become one of the country's most popular railways, adding 10 per cent to central London's rail capacity and supporting new jobs, homes and economic growth. We also use our own land to provide thousands of new affordable

homes and our own supply chain creates tens of thousands of jobs and apprenticeships across the country.

We are committed to being an employer that is fully representative of the community we serve, where everyone can realise their potential. Our aim is to be a fully inclusive employer, valuing and celebrating the diversity of our workforce to improve services for all Londoners.

We are constantly working to improve the city for everyone. This means using information, data and technology to make services intuitive and easy to use and doing all we can to make streets and transport services accessible and safe to all. We reinvest every penny of our income to continually improve transport networks for the people who use them every day. None of this would be possible without the support of boroughs, communities and other partners who we work with to improve our services. By working together, we are creating brighter journeys and a better city.

