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# **City of London Transport Strategy Delivery Plan**

## **Integrated Impact Assessment**

Prepared by LUC  
March 2019

**Project Title:** IIA of the City of London Transport Strategy Delivery Plan

**Client:** City of London Corporation

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# 1 Introduction

- 1.1 The City of London has commissioned LUC to undertake the Integrated Impact Assessment (IIA) of its Transport Strategy and Delivery Plan, comprising the Local Implementation Plan (LIP), which sets out how the Mayor's Transport Strategy will be delivered. The two documents are subject to separate IIA and this is the IIA of the Delivery Plan. The Transport Strategy has been assessed separately.
- 1.2 IIA brings together Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA), Equality Impact Assessment (EqIA) and Health Impact Assessment (HIA) into a single assessment process.
- 1.3 SA is a statutory requirement of the Planning and Compulsory Purchase Act 2004. It is designed to ensure that the plan preparation process maximises the contribution that a plan makes to sustainable development and minimises any potential adverse impacts. The SA process involves appraising the likely social, environmental and economic effects of the policies and proposals within a plan from the outset of its development.
- 1.4 SEA is also a statutory assessment process, required under the SEA Directive, transposed in the UK by the SEA Regulations (Statutory Instrument 2004, No 1633). The SEA Regulations require the formal assessment of plans and programmes which are likely to have significant effects on the environment and which set the framework for future consent of projects requiring Environmental Impact Assessment (EIA). The purpose of SEA, as defined in Article 1 of the SEA Directive, is *"to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans... with a view to promoting sustainable development"*.
- 1.5 SEA and SA are separate processes but have similar aims and objectives. SEA focuses on the likely environmental effects of a plan, while SA includes a wider range of considerations, extending to social and economic impacts. National Planning Practice Guidance shows how it is possible to satisfy both requirements by undertaking a joint SA / SEA process, and how to present a report that incorporates the requirements of the SEA Regulations. The IIA of the Delivery Plan is being undertaken using this integrated approach and throughout this report the abbreviations 'SA' should therefore be taken to refer to 'SA incorporating the requirements of SEA'.
- 1.6 The requirement to undertake EqIA of plans was introduced in the Equality Act 2010, but was abolished in 2012 as part of a Government bid to reduce bureaucracy. Despite this authorities are still required to have regard to the provisions of the Equality Act, namely the Public Sector Duty which requires public authorities to have due regard for equalities considerations when exercising their functions.
- 1.7 HIA is not a statutory requirement but can support decision making by identifying possible impacts of a plan on the health of a community.

## Context for the City of London Transport Strategy Delivery Plan

- 1.8 The City of London covers an area of just over one square mile, located within the central area of London. It is bordered by the London Boroughs of Islington, Hackney, Tower Hamlets, Southwark, Westminster, Camden, and Lambeth.
- 1.9 The City represents the original core from which London developed and so it contains important historic buildings and areas as well as archaeological remains. There are a large number of conservation areas in the City, as well as protected vistas and views and the Tower of London World Heritage Site. There are over 600 listed buildings and several biodiversity designations, including a Metropolitan Site of Importance for Nature Conservation (SINC), The River Thames and its Tidal Tributaries.

- 1.10 The principal activity of the City is financial and businesses services; it is a centre of global importance for these services, and as a result forms a major component of the British economy.
- 1.11 The City provides employment for approximately 487,000<sup>1</sup> people, most of whom commute to work from elsewhere in London and the surrounding regions. The extensive provision of public transport in the area makes this possible.
- 1.12 The City contains the highest density of development in Britain and its buildings are subject to a high rate of redevelopment. Offices dominate the land use, and occupy approximately three quarters of its floorspace. Other land uses include retail, recreation and cultural activities which provide important services for workers and residents of the area. However, each of these only accounts for a small proportion of total floorspace. Open spaces occupy a small but important proportion of the land area.
- 1.13 The residential population of the City, as defined by the 2011 Census is approximately 7,400 people and the number is growing. Over 29,000 students study in the City and increasing numbers of visitors need to be accommodated.

## The City of London Transport Strategy and Local Implementation Plan Delivery Plan

- 1.14 The City of London Transport Strategy sets the 25-year framework for future investment in, and management of, the Square Mile's streets and for improvements to transport connections. The Transport Strategy has been subject to a separate IIA.
- 1.15 The Transport Strategy and relevant sections of its supporting three year Delivery Plan will act as the City Corporation's Local Implementation Plan (LIP). The LIP is a statutory document that sets out how the City Corporation will support the delivery of the Mayor's Transport Strategy (MTS).
- 1.16 The draft LIP Delivery Plan provides details of planned investment to deliver the City of London Transport Strategy for the financial years 2019/20 – 2021/22, funded by Transport for London. The final Delivery Plan will include all transport and public realm projects funded from other sources and will cover additional years, following the City's Department of Built Environment project review. This IIA relates just to the draft LIP Delivery Plan.

## Structure of this report

- 1.17 **Table 1.1** below signposts how the requirements of the SEA Regulations have been met within the IIA work undertaken to date.
- 1.18 This chapter has set the context for the Delivery Plan. The remainder of the report is structured as follows:
  - Chapter 2: Methodology.
  - Chapter 3: Environmental baseline, context and issues.
  - Chapter 4: Assessment of the Delivery Plan.
  - Chapter 5: Cumulative effects.
  - Chapter 6: Conclusions and monitoring.
- 1.19 The main body of the report is supported by a number of appendices:
  - Appendix 1: Consultation comments on IIA Scoping Report.
  - Appendix 2: Policy Review of plans, policies and programmes.
  - Appendix 3: Baseline information.

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<sup>1</sup> Long Term Labour Market Projections, GLA, 2019, Projections

- Appendix 4: IIA recommendations.

**Table 1.1 Requirements of the SEA Regulations and where these have been addressed**

SEA Regulations Requirements	Where covered in this IIA report
Preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated. The information to be given is (Part 3 and Schedule 2 of the SEA Regulations):	
a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes	<b>Chapter 1, Chapter 3 and Appendix 2.</b>
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	<b>Chapter 3 and Appendix 3.</b>
c) The environmental characteristics of areas likely to be significantly affected	<b>Chapter 3 and Appendix 3.</b>
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.	<b>Chapter 3 and Appendix 3.</b>
e) The environmental protection, objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental, considerations have been taken into account during its preparation	<b>Chapter 3 and Appendix 2.</b>
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors <sup>2</sup> .	<b>Chapter 4 and Chapter 5.</b>
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	<b>Chapter 4</b> (no significant adverse effects currently identified).
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	<b>Chapter 2.</b>
i) a description of measures envisaged concerning monitoring in accordance with Reg. 17;	<b>Chapter 6.</b>
j) a non-technical summary of the information provided under the above headings	A separate <b>non-technical summary</b> document has been prepared to accompany this full IIA report.
The report shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Reg. 12(3))	Addressed throughout this IIA report.

<sup>2</sup> These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects

SEA Regulations Requirements	Where covered in this IIA report
<p><b>Consultation:</b></p> <ul style="list-style-type: none"> <li>authorities with environmental responsibility, when deciding on the scope and level of detail of the information which must be included in the environmental report (Reg. 12(5))</li> </ul>	<p>Consultation on the IIA Scoping Report for the Transport Strategy and Delivery Plan was undertaken between 5<sup>th</sup> April and 10<sup>th</sup> May 2018. The consultation comments and our responses are included in <b>Appendix 1</b>.</p>
<ul style="list-style-type: none"> <li>authorities with environmental responsibility and the public, shall be given an effective opportunity to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Reg. 13(3), 13(4))</li> </ul>	<p>Consultation was undertaken in relation to the draft Delivery Plan and accompanying IIA between 21st November and mid-January 2019.</p>
<ul style="list-style-type: none"> <li>other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Reg. 14).</li> </ul>	<p>The Delivery Plan is unlikely to have a significant effect on another EU Member State.</p>
<p><b>Taking the environmental report and the results of the consultations into account in decision-making (Reg. 16)</b></p>	
<p><b>Provision of information on the decision:</b> When the plan or programme is adopted, the public and any countries consulted under Regulations 13 and 14 must be informed and the following made available to those so informed:</p> <ul style="list-style-type: none"> <li>the plan or programme as adopted</li> <li>a statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report of Reg. 12, the opinions expressed pursuant to Reg. 13(2)(d) and the results of consultations entered into pursuant to Reg. 14(4) have been taken into account, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and</li> <li>the measures decided concerning monitoring (Reg. 16(4)(f))</li> </ul>	<p><b>Chapter 6</b> and <b>Appendix 4</b> and to be addressed after the Delivery Plan is adopted.</p>
<p><b>Monitoring</b> of the significant environmental effects of the plan's or programme's implementation (Reg. 17)</p>	<p>To be addressed after the Delivery Plan is adopted, although initial suggestions are provided in <b>Chapter 6</b>.</p>
<p><b>Quality assurance:</b> environmental reports should be of a sufficient standard to meet the requirements of the SEA Regulations.</p>	<p>This report has been produced in line with current guidance and good practice for SEA and this table demonstrates where the requirements of the SEA Regulations have been met.</p>



## 2 Methodology

### Approach to the IIA

- 2.1 In addition to complying with legal requirements the approach taken to the IIA of the Delivery Plan is based on current best practice and guidance set out in the National Planning Practice Guidance. **Table 2.1** below sets out the main stages of the planning process and shows how these correspond to the IIA process.

**Table 2.1 Corresponding stages in IIA**

<p><b>Step 1: Evidence Gathering and Engagement</b></p> <p><b>Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope</b></p> <ul style="list-style-type: none"> <li>• 1: Identifying other relevant policies, plans and programmes, and environmental objectives</li> <li>• 2: Collecting baseline information</li> <li>• 3: Identifying environmental issues and problems</li> <li>• 4: Developing the IIA framework</li> <li>• 5: Consulting on the scope of the IIA</li> </ul>
<p><b>Step 2: Production</b></p> <p><b>Stage B: Developing and refining options and assessing effects</b></p> <ul style="list-style-type: none"> <li>• 1: Testing the Delivery Plan against the IIA Framework</li> <li>• 2: Developing the options</li> <li>• 3: Evaluating the effects of the Delivery Plan</li> <li>• 4: Considering ways of mitigating adverse effects and maximising beneficial effects</li> <li>• 5: Proposing measures to monitor the significant effects of implementing the Delivery Plan</li> </ul>
<p><b>Stage C: Preparing the IIA Report</b></p> <ul style="list-style-type: none"> <li>• 1: Preparing the IIA Report</li> </ul>
<p><b>Stage D: Seek representations on the Strategy and the IIA Report</b></p> <ul style="list-style-type: none"> <li>• 1: Public participation on the Delivery Plan and the IIA Report</li> <li>• 2(i): Appraising significant changes</li> <li>• 2 (ii) Appraising significant changes resulting from representations</li> </ul>
<p><b>Step 3 &amp; 4: Adoption and Monitoring</b></p> <ul style="list-style-type: none"> <li>• 3: Making decisions and providing information</li> </ul>
<p><b>Stage E: Monitoring the significant effects of implementing the Strategy</b></p> <ul style="list-style-type: none"> <li>• 1: Finalising aims and methods for monitoring</li> <li>• 2: Responding to adverse effects</li> </ul>

- 2.2 The following sections describe the approach that has been taken to the IIA of the Delivery Plan to date, and provides information on the subsequent stages of the process.

#### Stage A: Scoping

- 2.3 The IIA process began in April 2018 with the production by LUC of a Scoping Report for the Transport Strategy and Delivery Plan.
- 2.4 The scoping stage involved collating information about the sustainability baseline for the City and the key sustainability issues facing it, as well as information about the policy context for the preparation of the Strategy and Delivery Plan. The IIA Scoping Report presents the outputs of the following tasks:
- Policies, plans and programmes of relevance to the Transport Strategy and Delivery Plan were identified and the relationships between them were considered. The policy, plan and programme review can found in **Chapter 3** and **Appendix 2**.

- In line with the requirements of the SEA Regulations, baseline information was collected on the following 'SEA topics': biodiversity (including flora and fauna); population; human health; soil; water; air; climatic factors; material assets; cultural heritage, including architectural and archaeological heritage and landscape. This baseline information, presented in **Chapter 3** and **Appendix 3**, provides the basis for predicting and monitoring the likely effects of the Transport Strategy and Delivery Plan and helps to identify alternative ways of dealing with any adverse effects identified.
- Drawing on the review of relevant plans, policies and programmes and the baseline information, key sustainability issues for the City were identified (including environmental problems, as required by the SEA Regulations). Consideration was given to the likely evolution of each issue if the Transport Strategy and Delivery Plan were not to be implemented. If, drawing on the baseline information and relevant plans, policies and programmes it was considered that the Transport Strategy or Delivery Plan were unlikely to have significant effects upon certain SEA topics, they were scoped out.
- An IIA 'framework' was then presented, setting out the IIA objectives against which the projects in the Delivery Plan would be appraised. The IIA framework provides a way in which the impacts of implementing a plan and reasonable alternatives (i.e. options) can be described, analysed and compared. The IIA framework comprises a series of sustainability objectives and associated questions that can be used to 'interrogate' options during the plan-making process. These IIA objectives define the long-term aspirations of the City with regard to sustainability issues. During the IIA, the performance of the options is assessed against these IIA objectives and questions.

2.5 The Scoping Report was consulted on in April / May 2018 and consultation comments were received from statutory consultees. A record of the comments and how these were addressed is included in **Appendix 1**.

2.6 **Table 2.2** presents the IIA objectives in the Transport Strategy and Delivery Plan IIA framework taking into account consultation comments on the Scoping Report. It shows how the SEA Regulations topics have been covered by these. It also shows which objectives relate to which element of the IIA (Sustainability Appraisal, Equality Impact Assessment and Health Impact Assessment).

**Table 2.2 IIA Framework**

IIA Objectives	SEA Regulations Topic(s) covered	Appraisal question	SA	EqIA	HIA
<p><b>Economic growth</b></p> <p>To sustain economic growth and employment opportunities locally, nationally and internationally maintaining the City’s status as a leading international financial and business centre and to help enable the continuing success of its historic visitor attractions.</p>	Population	Will the strategy / plan provide the business environment to attract and retain global financial, business services and TMT companies?	X		
		Will the strategy / plan provide the business environment to attract, retain and support SMEs?	X		
		Will the policy provide employment in supporting businesses and services providing a range of job opportunities?	X		
		Will the strategy / plan enable the City to grow and compete with other global financial and business centres?	X		
		Will the strategy / plan help to sustain and increase the City’s contribution to the London and UK economies?	X		
		Will the strategy / plan enable the successful management of pedestrian and visitor movements and support the continuing growth of the tourism sector and visitor attractions?	X		
		Will the strategy / plan unlock heritage-led regeneration opportunities?	X		
<p><b>Built environment and public realm</b></p> <p>To provide an attractive, efficient, accessible and digitally connected built environment and public realm for business, visitor, student and residential communities that respects and enhances local character and distinctiveness.</p>	Landscape Population Human health Material assets	Will the strategy / plan provide an attractive public realm?	X		
		Will the strategy / plan secure high-quality design that enhances the built environment and character of the City?	X		
		Will the strategy / plan enable the efficient use of land?	X		
		Will the strategy / plan enable accessibility for everyone?	X	X	X
		Will the strategy / plan facilitate integrated urban solutions to problems such as congestion, waste, resource use and demographic changes?	X		
		Will the strategy / plan enable effective enforcement of planning conditions to reduce adverse impacts of development?	X		
		Will the strategy / plan make better use of the river for transport?	X		
<p><b>Safe environment and crime reduction</b></p> <p>To reduce crime and antisocial behaviour and to manage and respond to the security challenges that the City faces.</p>	Population Human health	Will the plan / strategy reduce crime and fear of crime?	X		X
		Will the plan / strategy tackle anti-social behaviour through design, use and management of buildings and spaces?	X		
		Will the plan / strategy provide effective security in the public realm beyond individual buildings?	X		
		Will the plan / strategy help to reduce moped crime in the City?	X		X

IIA Objectives	SEA Regulations Topic(s) covered	Appraisal question	SA	EqIA	HIA
<b>Heritage assets</b> To conserve and enhance the significance of heritage assets and their settings enabling public appreciation and access wherever possible.	Cultural heritage Landscape	Will the plan / strategy conserve or enhance the significance of heritage assets (listed buildings, conservation areas, historic street furniture, scheduled monuments, historic parks and gardens, historic trees, world heritage sites and archaeological remains) and their settings in and around the City?	X		
		Will the plan / strategy preserve archaeological remains and other heritage assets in situ and allow access for viewing?	X		
		Will the strategy / plan protect the views of historically important landmarks and buildings?	X		
		Will the strategy / plan successfully balance access, energy efficiency and digital connectivity requirements with the need to conserve and enhance heritage assets?	X		
		Will the strategy / plan contribute to the better management of heritage assets and tackle heritage at risk?	X		
<b>Waste management</b> To decouple waste generation from economic growth enabling a circular economy in the City that minimises waste arisings.	Material assets	Will the policy enable waste to be managed further up the waste hierarchy?	X		
		Will the strategy / plan facilitate sustainable waste transport?	X		
		Will the strategy / plan provide opportunities for businesses to benefit from the circular economy?	X		
		Will the strategy / plan encourage the transport of materials by rail or river where possible?	X		
		Will the strategy / plan safeguard existing wharves, particularly Walbrook Wharf?	X		
		Will the strategy / plan reduce the negative effects of servicing and freight?	x		x
<b>Environmental protection (pollution)</b> To maximise protection and enhancement of the natural environment.	Biodiversity, flora and fauna Water Soil	Will the strategy /plan improve air quality?	X		X
		Will the strategy / plan improve water quality and prevent contamination?	X		X
		Will the strategy / plan improve water quality by reducing diffuse urban pollution?	X		X
		Will the strategy / plan reduce waste water volumes and the risk of sewer flooding, for example through the use of SuDS?	X		X
		Will the strategy / plan result in minimisation of noise and light pollution and nuisance?	X		X
		Will the strategy / plan reduce harmful emissions from transport?	X		X
<b>Climate change mitigation and resilience</b> To mitigate climate change, assist in maintaining	Climatic factors Air	Will the strategy / plan improve energy efficiency or reduce carbon emissions associated with buildings or transport?	X		
		Will the strategy / plan enable the use of low and zero carbon technologies including decentralised energy networks?	X		

IIA Objectives	SEA Regulations Topic(s) covered	Appraisal question	SA	EqIA	HIA
energy security and promote climate change resilience.		Will the strategy / plan improve energy security for City premises?	X		
		Will the strategy / plan make the City's buildings and spaces more resilient to climate impacts (flooding, storm damage, drought, overheating)?	X		X
		Will the strategy / plan improve the microclimate and ameliorate the heat island effect?	X		X
		Will the strategy / plan assist in reducing vulnerability to flood risk within and beyond the City (e.g. by supporting TE2100 plan)?	X		X
<b>Open spaces</b> To increase provision and enhance the quality of open spaces enabling public access to them wherever possible.	Landscape Population Human health	Will the strategy / plan protect existing open spaces and streets?	X		X
		Will the strategy / plan increase the amount of publicly accessible open space?	X	X	X
		Will the strategy / plan improve the quality and design of existing open spaces and streets?	X	X	X
		Will the strategy / plan enhance tranquillity of open spaces and streets?	X		X
		Will the strategy / plan encourage multiple uses for open spaces such as sport, recreation, relaxation, food growing, public and private events (subject to local byelaws)?	X		X
		Will the strategy / plan ensure that open spaces reflect and interpret the local distinctiveness of an area, particularly in historic places?	X		
		Will the strategy / plan provide new or improve existing amenity space?	X		X
		Will the strategy / plan improve access for all to the City's public realm and open spaces?	X	X	X
<b>Biodiversity and urban greening</b> To improve opportunities for biodiversity and increase the provision of natural environments.	Biodiversity, flora and fauna	Will the strategy / plan increase protection and improve opportunities for biodiversity in particular black redstarts, sparrows, bats and stag beetles?	X		
		Will the strategy / plan enhance the River Thames as a Site of Metropolitan Importance for Nature Conservation (e.g. through the provision of roosting structures for birds and bats)?	X		
		Will the strategy / plan affect any other Sites of Importance for Nature Conservation?	X		
		Will the strategy / plan protect existing trees and increase tree planting?	X		

IIA Objectives	SEA Regulations Topic(s) covered	Appraisal question	SA	EqIA	HIA
		Will the strategy / plan increase green roofs, green walls and soft landscaping and lead to their positive management for biodiversity?	X		
		Will the strategy / plan affect any Natura 2000 sites?	X		
		Will the strategy / plan protect or improve residential amenity?	X		X
<b>Social and cultural facilities</b> To provide suitable social and cultural facilities for all the City's communities.	Population	Will the strategy / plan encourage a vibrant social environment which attracts workers to the City whilst respecting the needs of residents?	X		
		Will the strategy / plan decrease social isolation and improve the provision of opportunities for social interaction, leisure and sport?	X	X	X
		Will the strategy / plan ensure the City's historic environment continues to contribute significantly to social and cultural life in the square mile?	X		
<b>Health</b> To improve the health of the City's resident, worker and student populations.	Human health	Will the strategy / plan enable and encourage healthy lifestyles – exercise, healthy food, social interaction etc.?	X		X
		Will the strategy / plan maintain or improve access to health facilities?	X		X
		Will the strategy / plan reduce exposure to poor air quality?	X		X
		Will the strategy / plan provide opportunities for stress reduction?	X		X
		Will the strategy / plan reduce intrusive noise levels?	X		X
		Will the strategy / plan improve health and wellbeing through the provision of cultural facilities and activities?	X		X
		Will the strategy / plan have negative health impacts beyond the City?	X		X
		Will the strategy / plan improve road safety for all, particularly vulnerable road users (pedestrians, cyclists and motor cyclists)?	X	X	X
<b>Education</b> To enable excellence in education for all the City's communities.	Population	Will the strategy / plan encourage active transport (walking and cycling)?	X		X
		Will the strategy / plan enable access to educational facilities in the City?	X	X	
<b>Equality and inclusion</b> To enable social and economic inclusion in and around the City for workers, residents and visitors.	Population Human health	Will the strategy / plan contribute to the elimination of discrimination, harassment & victimisation?	X	X	
		Will the strategy / plan advance equality of opportunity between people who share a protected characteristics and those who don't, particularly the disabled and elderly?	X	X	
		Will the strategy / plan reduce economic inequality for individuals and communities in and around the City?	X	X	

IIA Objectives	SEA Regulations Topic(s) covered	Appraisal question	SA	EqIA	HIA
		Will the strategy / plan improve the accessibility of the City's transport network?	X	X	
		Will the strategy / plan encourage safe, convenient, accessible, economic and efficient public transport?	X	X	X

## **Stage B: Developing and refining options and assessing effects**

- 2.7 Developing options for a plan is an iterative process, which can involve a number of rounds of consultation with stakeholders and the public. Consultation responses and the IIA process can help to identify where there may be other 'reasonable alternatives' to the options being considered for a plan.
- 2.8 Regulation 12 (2) of the SEA Regulations requires that:  
*'The (environmental or SA) report must identify, describe and evaluate the likely significant effects on the environment of—*  
*(a) implementing the plan or programme; and*  
*(b) reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme.'*
- 2.9 Schedule 2 (h) of the SEA Regulations requires that the Environmental Report includes a description of:  
*'(h) an outline of the reasons for selecting the alternatives dealt with'.*
- 2.10 National Planning Practice Guidance states that reasonable alternatives '*must be sufficiently distinct to highlight the different sustainability implications of each*<sup>3</sup>.
- 2.11 It should be noted that any alternatives considered need to be 'reasonable'. This implies that alternatives that are 'not reasonable' do not need to be subject to appraisal. Examples of unreasonable alternatives could include options that do not meet the objectives of the plan that do not comply with national policy (e.g. the National Planning Policy Framework), or that are unlikely to be deliverable.
- 2.12 Reasonable alternatives were identified in the preparation of the Transport Strategy and subject to IIA. In terms of the Delivery Plan, no reasonable alternative options have been identified other than those that are presented in the IIA of the Transport Strategy. These have not been re-assessed in this IIA.
- 2.13 The IIA findings are not the only factors taken into account when determining which options to take forward in a plan. There will often be a similar number of positive or negative effects identified for each option, such that it is not possible to 'rank' them based on sustainability performance in order to select a preferred option. Factors such as public opinion, deliverability and conformity with national policy will also be taken into account by plan-makers when selecting preferred options for their plan.

## **Stage C: Preparing the Integrated Impact Assessment Report**

- 2.14 This IIA report describes the process that has been undertaken in carrying out the IIA of the Delivery Plan. It sets out the findings of the appraisal of the projects set out in the Delivery Plan highlighting any likely significant effects (both positive and negative, and taking into account the likely secondary, cumulative, synergistic, short, medium and long-term and permanent and temporary effects as relevant). Where any significant negative effects are identified, recommendations are made for preventing, reducing or offsetting these.

## **Stage D: Consultation on the Transport Strategy and LIP Delivery Plan**

- 2.15 The City of London invited comments on the draft Vision, Aims and Outcomes for the Transport Strategy, and the accompanying IIA commentary in June / July 2018. No comments were received in regards on the IIA commentary.
- 2.16 The draft Delivery Plan and the accompanying IIA were consulted on between November 2018 and January 2019. Again no comments were received on the IIA, and this IIA has been updated only to reflect minor changes made to the Delivery Plan.

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<sup>3</sup> Reference ID: 11-018-20140306



## Stage E: Monitoring implementation of the LIP Delivery Plan

- 2.17 Monitoring of the significant sustainability effects of implementing the Delivery Plan should be carried out after its adoption. Initial suggestions for monitoring are presented in **Chapter 6**.

## Appraisal methodology

- 2.18 The projects set out in the LIP Delivery Plan have been appraised against the IIA objectives in the IIA framework (see **Table 2.2**), with scores being attributed to each project to indicate its likely effects on the baseline in relation to achievement of each objective as follows:

**Figure 2.1 Key to symbols and colour coding used in the IIA**

++	Significant positive effect likely
+	Minor positive effect likely
0	Negligible effect likely
-	Minor negative effect likely
--	Significant negative effect likely
?	Likely effect uncertain
+/-	Mixed effect likely

- 2.19 Note that where a potential positive or negative effect is uncertain, a question mark was added to the relevant score (e.g. +? or -?) and the score colour coded as per the potential positive, negligible, or negative score.
- 2.20 The likely effects of the projects need to be determined and their significance assessed, which inevitably requires a series of judgements to be made. The appraisal has attempted to differentiate between the most significant effects and other more minor effects and record these through the use of the symbol shown above. The dividing line in making a decision about the significance of an effect is often quite small. Where either '++' or '--' has been used to distinguish significant effects from more minor effects (+ or -) this is because the effect of an option in relation to the SEA objective in question is considered to be of such a magnitude that it will have a noticeable and measurable effect taking into account other factors that may influence the achievement of that objective. However, scores are relative to the scale of projects under consideration.

## Consultation

- 2.21 Public and stakeholder participation is an important element of the IIA and wider plan/making process. It helps to ensure that the IIA report is robust and has due regard for all appropriate information that will support the Delivery Plan in making a contribution to sustainable development.
- 2.22 The IIA Scoping Report for the Transport Strategy and Delivery Plan was published in April 2018 for a five week consultation period with the statutory consultees (Natural England, the Environment Agency and Historic England) and Transport for London / Greater London Authority. The comments received were then reviewed and addressed as appropriate in subsequent stages of the IIA. **Appendix 1** of this report lists the comments that were received during the IIA scoping consultation and describes how each one was addressed.
- 2.23 The draft Vision, Aims and Outcomes document, and the accompanying IIA commentary were consulted on between June and July 2018, and the final draft Delivery Plan and IIA were

consulted on between November 2018 and January 2019. No comments were received in regards to the IIA from either consultation.

## Difficulties encountered

- 2.24 It is a requirement of the SEA Regulations that the IIA Report describes any data limitations or other difficulties that are encountered during the IIA process.
- 2.25 There were very few difficulties encountered during the IIA of the Delivery Plan. However, due to the high level nature of some of the projects in the Delivery Plan, at times it has been difficult to assess in detail or with great certainty the likely effects of the projects in relation to each IIA objective.

## 3 Environmental baseline, context and issues

### Review of plans, policies and programmes

- 3.1 The Delivery Plan is not prepared in isolation but should seek to address relevant sustainability objectives set at an international and national level as well as sustainability issues facing the City of London. The IIA therefore gathers information on relevant international and national plans policies and programmes (described in this section) and on the sustainability baseline (described in the next section) and uses this information to inform the framework of objectives against which the Transport Strategy and Delivery Plan is assessed.
- 3.2 Schedule 2 of the SEA Regulations requires that Environmental Reports include information on:  
*"(1) An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans or programmes.*  
*(5) The environmental protection objectives established at international, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation."*
- 3.3 Given the SEA Regulations' requirements above, it is also necessary to consider the relationship between the Transport Strategy and Delivery Plan and other relevant plans, policies and programmes. This enables any potential synergies to be built upon and any inconsistencies and constraints addressed.

#### International policy

- 3.4 At the international level, Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (the 'SEA Directive') is particularly important as it sets out the requirements for SEA. SEA should be undertaken iteratively and integrated into the production of the Delivery Plan in order to ensure that any potential negative environmental effects are identified and can be mitigated.
- 3.5 Also at the international level is the Air Quality Directive, 2008/50/EC, on ambient air quality and cleaner air for Europe. The objective of this Directive is to avoid, prevent and reduce harmful effects of ambient air pollution on human health and the environment.
- 3.6 There are a wide range of other EU Directives, most of which have been transposed into UK law through national-level policy; the international Directives have been summarised in **Appendix 2** for completeness.

#### National policy

- 3.7 There is also a wide range of national level plans, policies and programmes with relevant objectives for the IIA, which are summarised in Appendix 2. Amongst the most significant national policy documents providing context for the Transport Strategy and Delivery Plan are the Transport Investment Strategy (2017) and the National Planning Policy Framework (NPPF) (2018) and associated Planning Practice Guidance (PPG). The LIP must be consistent with these, key requirements of which are summarised below.
- 3.8 The Transport Investment Strategy<sup>4</sup> sets out how the Department for Transport will build on the progress that has been made in regards to transport in recent years and how they will respond to today's challenges while putting the travelling public at the heart of the choices made. The Transport Investment Strategy seeks to:

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<sup>4</sup> Transport Investment Strategy, Moving Britain Ahead, Department for Transport, July 2017

- create a more reliable, less congested and better connected transport network that works for the users who rely on it;
- build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities;
- enhance our global competitiveness by making Britain a more attractive place to trade and invest; and
- support the creation of new housing.

3.1 The NPPF<sup>5</sup> sets out information about reductions in emissions and congestion and the use of sustainable transport modes. Paragraph 102 states that:

*"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- *The potential impacts of development on transport networks can be addressed;*
- *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

### Regional policy

3.2 There are a number of regional policy documents that the Transport Strategy and Delivery Plan will need to have due regard to. These are summarised in **Appendix 2** and include:

- The London Plan<sup>6</sup> and the new London Plan<sup>7</sup>;
- The Mayor's Transport Strategy (MTS) 2018<sup>8</sup>;
- The Mayor of London River Action Plan 2013<sup>9</sup>; and
- A City for all Londoners 2016<sup>10</sup>.

3.3 The Mayor of London has published a number of additional strategies:

- Environment Strategy (2018)<sup>11</sup> – brings together a range of actions and approaches to improving every aspect of London's environment including; air quality, green infrastructure, climate change mitigation and energy, waste, adapting to climate change, ambient noise and low carbon circular economy; and
- Housing Strategy (2018)<sup>12</sup> – sets out the Mayor's plans to tackle the capitals housing crisis and his vision to provide Londoners with a good quality home they can all afford.

3.4 The following strategies will be published in the lifetime of the LIP:

- Health Inequalities Strategy;
- Economic Development Strategy; and

<sup>5</sup> National Planning Policy Framework, Department for Communities and Local Government, July 2018

<sup>6</sup> The London Plan, The Spatial Development Strategy for London Consolidated with Alterations Since 2011, Mayor of London, March 2016

<sup>7</sup> The London Plan, The Spatial Development Strategy for Greater London, Draft for Public Consultation, December 2017

<sup>8</sup> The Mayor's Transport Strategy, March 2018

<sup>9</sup> River Action Plan, Mayor of London and Transport for London, February 2013

<sup>10</sup> A City for all Londoners, Mayor of London, October 2016

<sup>11</sup> Mayor of London, London Environment Strategy, May 2018.

<sup>12</sup> Mayor of London, London Housing Strategy, May 2018.

- Culture Strategy.

### City of London policy

3.5 The following is a list of relevant City of London Policy and documents that the Transport Strategy and Delivery Plan should be guided by and be in conformity with. Outlines of the documents are included in **Appendix 2**.

- City of London Local Plan 2015<sup>13</sup>;
- The Standard Highway and Servicing Requirements for Developments in the City of London<sup>14</sup>;
- The City of London Air Quality Strategy 2015-2020<sup>15</sup>;
- The City of London Noise Strategy 2016–2026<sup>16</sup>;
- The City of London Road Danger Reduction and Active Travel Plan<sup>17</sup>;
- The Thames Strategy Supplementary Planning Document (SPD)<sup>18</sup>;
- The City of London Public Realm SPD<sup>19</sup>; and
- Freight and Servicing SPD<sup>20</sup>.

### Existing and forthcoming schemes

#### *Low Emission Neighbourhood*

3.6 The City of London Low Emission Neighbourhood (LEN) is being introduced in the Barbican area by 2019. This project, which is part-funded by the Mayor of London, aims to trial several high-impact activities that will address local air quality issues and act as a pilot area for the rest of the City. Proposals include working with businesses to tackle emissions from delivery and servicing trips, looking at the potential for local freight consolidation, and zero emission last mile deliveries.

#### *Low Emission Zone*

3.7 Covering most of Greater London, the Low Emission Zone requires larger vehicles and older small commercial vehicles to pay a charge if they do not reach certain emissions standards. At present, only vehicles registered before 2006 are required to pay the charge, and compliance is very high.

#### *London Lorry Control Scheme (LLCS)*

3.8 Administered by London Councils, the LLCS restricts the routes of large goods vehicles over 18 tonnes at night and at weekends. The aim of the scheme is to reduce noise pollution in residential areas. The scheme restricts large vehicles to a core network of main roads for as much of their journey as possible, with penalties issued for use of inappropriate routes. Vehicles wishing to use roads off the core network during the restricted hours must apply for a free permit to do so.

#### *Congestion Charge*

3.9 The Congestion Charge is a daily charge applying to all vehicles entering central London between 7am and 6pm Monday to Friday. The charge does not vary with the type of vehicle, so a large HGV would pay the same as a small van to enter the zone. Some discounts and exemptions do apply for Ultra Low Emission Vehicles, but in general most internal combustion engine vehicles will pay the charge.

<sup>13</sup> The City of London Local Plan, January 2015

<sup>14</sup> Standard Highway and Servicing Requirements for Developments in the City of London, City of London, 2007

<sup>15</sup> City of London Air Quality Strategy 2015-2020, City of London, June 2015

<sup>16</sup> City of London Noise Strategy 2016 to 2026,

<sup>17</sup> City of London Road Danger and Active Travel Plan 2018-2023

<sup>18</sup> City of London Thames Strategy Supplementary Planning Document, June 2015

<sup>19</sup> City Public Realm, People Places Projects Supplementary Planning Document, July 2016

<sup>20</sup> City of London Freight and Servicing Supplementary Planning Document, February 2018

### *Emissions Surcharge (T charge)*

- 3.10 The Emissions Surcharge, which uses the same boundaries and time restrictions as the Congestion Charge, requires older vehicles not meeting certain emissions criteria to pay a daily charge to enter the area. The Emissions Surcharge was introduced from 23rd October 2017 as an interim scheme, pending the introduction of the Ultra Low Emission Zone.

### *Ultra Low Emission Zone*

- 3.11 The Ultra Low Emission Zone (ULEZ) will come into force in September 2020 and will replace the Emissions Surcharge. The ULEZ will require all vehicles within the Congestion Charge area to meet strict emissions standards, or pay a daily charge in addition to the Congestion Charge.

## Baseline information and key sustainability issues

- 3.12 Schedule 2 of the SEA Regulations requires information to be provided on:

*"(2) The relevant aspects of the current state of the environment and the likely evolution therefore without implementation of the plan.*

*(3) The environmental characteristics of areas likely to be significantly affected.*

*(4) Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC on the conservation of wild birds and the Habitats Directive."*

### **Baseline information**

- 3.13 Baseline information provides the basis for predicting and monitoring the likely sustainability effects of a plan and helps identify key sustainability issues and means of dealing with them.
- 3.14 The baseline information for the City of London, which was originally presented in the Scoping Report is set out in **Appendix 3**.

### **Key sustainability issues**

- 3.15 Together with the sustainability objectives set by other plans, policies and programmes, the sustainability issues facing the City of London inform the framework of objectives against which the Delivery Plan is assessed.
- 3.16 Key sustainability issues facing the City of London and their likely evolution without the Transport Strategy and Delivery Plan was identified during the scoping stage of the IIA and was presented in the Scoping Report; this information is reproduced in **Table 3.1**.

**Table 3.1 Key sustainability issues for the City of London and their likely evolution without the Transport Strategy and LIP Delivery Plan**

Sustainability issues of relevance to the Transport Strategy and LIP	Likely evolution without the Transport Strategy and LIP	IIA objective
<b>Climatic Factors</b>		
<p>While total energy consumption and associated carbon emissions for the City show a declining trend, they continue to result in significant carbon emissions which contribute to climate change.</p> <p>While the most of the City's emissions are from its commercial activities, motorised transport also contributes and the Transport Strategy and LIP provide a means of reducing transport emissions.</p>	<p>The City of London Local Plan includes the following policies to tackle a reduction in carbon emissions: CS15 – Sustainable Development and Climate Change; DM15.1 – Sustainability requirements; DM15.2 – Energy and CO2 emissions assessments; DM15.3 Low and zero carbon technologies; DM15.4 Offsetting of carbon emissions and DM15.5 Climate change resilience and adaptation.</p> <p>The implementation of the Transport Strategy and Delivery Plan offer opportunities to further tackle this issue through measures to reduce motorised transport – a major contributor to carbon emissions, and promote and improve active travel and public transport. Without the implementation of the Transport Strategy and Delivery Plan it is considered that a reduction in carbon emissions is still achievable with the support of policies in the Local Plan but this may be to a lesser extent or be achieved over a longer time scale as the issues associated with motorised transport will not be as well addressed. However as a global issue, climate change will continue to be a key consideration, regardless of the policies and measures within both the Local Plan and the Transport Strategy and Delivery Plan.</p>	<p>Objective 6 – Environmental protection (pollution)</p> <p>Objective 7 – Climate change mitigation and resilience</p>
<b>Biodiversity, Flora and Fauna</b>		
<p>The baseline information identifies a number of priority habitats, Sites of Metropolitan Importance for Nature Conservation (Tidal Thames) and Sites of Importance for Nature Conservation.</p> <p>Changes to streets, the public realm, river transport and / or vehicle movements may have the potential to impact upon these habitats.</p>	<p>The City of London Local Plan includes Policy DM19.2: Biodiversity and urban greening which promotes biodiversity and urban greening and sets out the protection and maintenance of habitats.</p> <p>The implementation of the Transport Strategy and Delivery Plan may further benefit these habitats through its aims, such as the reduction in road traffic however, the impact is unknown. If the Transport Strategy were not to be implemented it is considered that adequate protection would be afforded to the City's habitats and species through policies within the Local Plan as well as supporting documents such as the Biodiversity Action Plan.</p>	<p>Objective 9 – Biodiversity and urban greening</p>

Sustainability issues of relevance to the Transport Strategy and LIP	Likely evolution without the Transport Strategy and LIP	IIA objective
<b>Cultural Heritage and Landscape</b>		
<p>The City is the historic core from which London developed. Consequently it is an area of great archaeological importance and contains many buildings and areas of historic and architectural value.</p> <p>Changes to streets and / or vehicle movements, including public realm improvement proposals designed to manage increasing numbers of pedestrians, may affect the settings and views of city landmarks, listed buildings and other heritage assets and can affect archaeological remains.</p>	<p>The City of London Local Plan aims for thorough protection of its cultural assets through a large number of policies that will protect and enhance the City’s heritage and archaeological assets. These policies include: DM 11.1 – Protection of visitor, arts and cultural facilities; CS12 – Historic Environment; DM12.1 Managing change affecting all heritage assets and spaces; DM 12.2 Development in conservation areas; DM 12.3 Listed buildings; DM 12.4 Ancient monuments and archaeology and DM 12.5 Historic parks and gardens.</p> <p>The implementation of the Transport Strategy and Delivery Plan may add further protection to these assets through its aims, such as the reduction in road traffic however, the impact is unknown. If the Transport Strategy and Delivery Plan were not to be implemented it is considered that more than adequate protection would still be afforded to the City’s heritage and archaeological assets through policies within the Local Plan as well as supporting documents such as Conservation Area Plans.</p>	<p>Objective 2 – Built environment and public realm</p> <p>Objective 4 – Heritage assets</p>
<b>Air quality</b>		
<p>The City has some of the highest levels of air pollution in the country due to its location at the heart of London and the density of development. Levels of pollutants in the City such as sulphur dioxide, carbon monoxide and benzene have reduced over the past decade but levels of fine particulates (PM10) and nitrogen dioxide (NO<sub>2</sub>) remain high. For this reason the City of London is a designated AQMA. Exposure to these pollutants is considered to be a</p>	<p>The City of London Local Plan sets out a specific policy to improve air quality in the City, Policy DM 15.6 – Air quality, as well as some of those policies set out in the climatic factors issue. There are also policies in the Local Plan which address traffic reductions and shift to more sustainable modes of transport. This includes policies CS16 – Public transport streets and walkways, DM 16.1 - Transport impacts of development, DM 16.4 – Facilities to encourage active travel, and DM 16.8 – River transport.</p> <p>The implementation of the Transport Strategy and Delivery Plan offers an opportunity to further improve air quality in the City through, for example the reduction in vehicular traffic and congestion. Although it is considered that the issue of air quality is addressed in the Local Plan, the Transport Strategy would lend further measures and support to this and ensure that vehicular traffic does not contribute to a decline in air quality. In terms of a reduction</p>	<p>Objective 6 – Environmental protection (pollution)</p> <p>Objective 12 - Health</p>



Sustainability issues of relevance to the Transport Strategy and LIP	Likely evolution without the Transport Strategy and LIP	IIA objective
<p>significant cause of ill health.</p> <p>Much of the air pollution in the City is associated with vehicle emissions, and so a reduction in emissions should be sought.</p>	<p>in traffic, the Local Plan sets out a number of policies to this effect and it is considered that the Transport Strategy and Delivery Plan would lend further support to these policies in the reduction in traffic and congestion and a decrease in pollution. In the absence of the Transport Strategy and Delivery Plan, the policies in the Local Plan will work towards this reduction with support from forthcoming GLA policies such as the Ultra Low Emissions Zone but the Strategy will further support these measures.</p>	
<b>Water and soils</b>		
<p>Vehicular transport has the potential to pollute water in the City. Pollutants from transport can enter surface or ground water either directly or indirectly and can spread to other water bodies, such as the River Thames. The water quality of the Thames has been decreasing in recent years and is now classed as moderate.</p>	<p>The Local Plan protects against water pollution through Policy DM15.8: Contaminated land and water quality. Potential adverse impacts of development on water quality must be prevented.</p> <p>Whilst not setting out specific aims in regards to water quality, the Transport Strategy and Delivery Plan have the potential to reduce pollution of water in the City through its aim to cut motorised transport. It is considered that without the Transport Strategy and Delivery Plan the Local Plan would provide adequate protection. However, reducing water pollution from transport may not be so easily achieved without the Transport Strategy and Delivery Plan.</p>	Objective 6 – Environmental protection (pollution)
<b>Population</b>		
<p>The baseline information shows that the resident, working and visitor populations of the City are expected to rise. An efficient transport network is required to accommodate these additional people and protect against traffic congestion.</p>	<p>The current population trends of the City are expected to continue with or without the implementation of the Transport Strategy and Delivery Plan, supported by policies in the Local Plan, such as: CS1 Offices; DM1.1 Protection of office accommodation; DM1.2 Assembly and protection of large office development sites; DM1.3 Small and medium sized business units; CS2 Utilities infrastructure; DM3.3 Crowded places; DM3.4 Traffic management; DM10.1 New development; DM11.1 Protection of visitor, arts and cultural facilities; CS16 Public transport, streets and walkways; DM16.1 Transport impacts of development; and CS21 Housing.</p> <p>The Transport Strategy and Delivery Plan are expected to support and facilitate the rise in population.</p>	<p>Objective 1 – Economic growth</p> <p>Objective 2 – Built environment and public realm</p> <p>Objective 3 – Safe environment and crime reduction</p> <p>Objective 8 – Open spaces</p> <p>Objective 10 – Housing</p> <p>Objective 11 – Social and</p>

Sustainability issues of relevance to the Transport Strategy and LIP	Likely evolution without the Transport Strategy and LIP	IIA objective
		cultural facilities Objective 12 – Health Objective 13 – Education Objective 14 – Equality and inclusion
<b>Health</b>		
<p>Consideration of health for the City must take account of the health of the resident, working and visitor populations. Therefore the City must be designed to encourage healthy lifestyles through the provision of facilities for walking and cycling as well as improving safety for pedestrians and cyclists and improving air quality.</p>	<p>Policies relating to the health of the population are set out in the Local Plan and include those set out above in 'Air quality' to encourage and facilitate active travel and also: CS19 – Open spaces and recreation; DM 19.3 – Sport and recreation; and CS22 – Social infrastructure and opportunities.</p> <p>The Transport Strategy and Delivery Plan have the potential to further improve the health of the City's residents and working population through the reduction in road traffic, congestion and air pollution, and the promotion of active travel. Without the implementation of the Transport Strategy and Delivery Plan, health targets will still be in place but the effects of air quality may be more of a barrier to meeting these, along with road traffic and noise pollution.</p>	Objective 3 – Safe environment and crime reduction Objective 12 – Health Objective 14 – Equality and inclusion
<b>Equality</b>		
<p>The City of London is generally affluent however, areas around it fall into some of the most deprived areas in the country.</p> <p>Some Index of Multiple Deprivation domains illustrate the issues the City currently has with housing, air quality and road traffic incidents.</p>	<p>The City of London Local Plan provides policies to promote equality, e.g. CS22 Social infrastructure and opportunities and DM22.1 Location and protection of social and community facilities. It also sets out policies that address housing, air quality and road traffic incidents e.g. CS21 Housing, DM21.2, DM21.3 Residential environment, DM21.5 Housing quality standards, DM15.6 Air quality, CS16 Public transport, streets and walkways, DM16.1 Transport impacts of development and DM16.2 Pedestrian movement.</p> <p>Without the implementation of the Transport Strategy and Delivery Plan, the policies in the Local Plan will continue to address these issues. However, the</p>	Objective 8 – Open spaces Objective 10 – Housing Objective 11 – Social and cultural facilities Objective 13 – Education Objective 14 – Equality and inclusion

Sustainability issues of relevance to the Transport Strategy and LIP	Likely evolution without the Transport Strategy and LIP	IIA objective
	Transport Strategy and Delivery Plan, particularly in regards to air quality and road traffic incidents, will make meeting targets much more achievable.	
<b>Material assets</b>		
Office space is the predominant land use in the City, serving its large working day population. The City Corporation aims to ensure that people have a range of sustainable modes of transport to choose from when travelling to and from work and is working to ensure that a high quality public realm is provided.	<p>The Local Plan promotes sustainable transport with Policies DM16.1: Transport Impacts of Development, CS16: Public transport, streets and walkways, DM16.2: Pedestrian movement, DM16.3: Cycle parking, and DM16.4 Facilities to encourage active travel. Policy DM10.4: Environmental enhancement ensures that highways and public realm are designed to a high standard.</p> <p>Although the Local Plan includes policies aimed at promoting sustainable transport, the Transport Strategy and Delivery Plan will build upon and add further weight to this. Without the production of the Transport Strategy and Delivery Plan the Local Plan policies will still be in place, but could be harder to meet.</p>	<p>Objective 1 – Economic growth</p> <p>Objective 2 – Built environment and public realm</p> <p>Objective 8 – Open spaces</p>
<b>Waste</b>		
<p>The City itself has no waste management sites so all waste has to be transported elsewhere.</p> <p>The high rate of redevelopment in the City means that large quantities of demolition and construction waste are generated.</p>	<p>There are policies in the local Plan that address the need to minimise waste and the transport of waste in the City, including CS17 – Waste; DM 17.3 - New waste management sites; DM 17.4 – Development affecting waste management sites, DM 17.1 Provision for waste in development schemes and DM 17.2 - Designing out construction waste.</p> <p>In the absence of the Transport Strategy and Delivery Plan, the Local Plan and supporting documents provide a range of policies and measures that will work to reduce waste and waste transfer in the City.</p>	Objective 5 – Waste management
<b>Economy</b>		
The City of London is a leading financial and business centre. Offices are the predominant land use and the largest industrial sector is	The Local Plan sets out policies to encourage office development and promote economic development including: CS1 Office; DM1.1 Protection of office accommodation; DM1.2 Assembly and protection of large office development sites; DM1.3 small and medium sized business units; and DM1.5 Mixed uses	Objective 1 – Economic growth

<b>Sustainability issues of relevance to the Transport Strategy and LIP</b>	<b>Likely evolution without the Transport Strategy and LIP</b>	<b>IIA objective</b>
<p>business services and banking. Economic growth in the City is expected to continue and accelerate.</p>	<p>in commercial areas.</p> <p>The Local Plan will support the economic development of the City with or without the implementation of the Transport Strategy and Delivery Plan. However, the Transport Strategy and Delivery Plan will support and assist in the continued economic development of the City through improved accessibility and transport infrastructure for those who work in the area, potentially making the City a more attractive place for businesses and workers.</p>	

## 4 Assessment of the Delivery Plan

- 4.1 This chapter presents the IIA findings for the projects set out by the City of London in the Delivery Plan.
- 4.2 A total of 19 projects have been set out in the Delivery Plan and are subject to IIA. The projects are set out underneath the outcome of the Transport Strategy that they will contribute to delivering. A table is provided under each outcome setting out the scores for each project against the IIA objectives. Each table is followed by a narrative summary of the IIA results and an explanation of any significant scores given. Where a project is considered to contribute to the delivery of more than one outcome, the appraisal scores for that project are repeated for each relevant outcome.
- 4.3 It is noted that the Delivery Plan outlines projects that may be delivered beyond the 2019/20 – 2021/22 period that is covered by the Local Implementation Plan (LIP). These projects are set out in the Delivery Plan due to TfL requirements that the City Corporations longer term aspirations are included. However, as these fall outside of the three year timeframe for the LIP and do not yet have committed funding, they will be included in more detail in the final Delivery Plan (which will include all City of London built environment projects funded from other sources and will cover additional years). Therefore, it is envisaged that these projects will be appraised as part of the IIA of the final Delivery Plan later in 2019.
- 4.4 Particular consideration has been given to the likely significant effects identified (both positive and negative), in line with the requirements of the SEA Regulations. All effects are assumed to be long term unless otherwise specified. The SEA Regulations require the SA to report on *"The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme."* No such significant adverse effects were identified and therefore identification of potential mitigation measures was not required.
- 4.5 **Table 4.1** below was provided by the City of London Corporation. This has been used to help match the projects set out in the table labelled 'Linkages between LIP projects and programmes and the Mayor's Transport Strategy Outcomes' in the Delivery Plan, with the outcomes in the City of London Transport Strategy that they will contribute to delivering.

**Table 4.1 Links between Delivery Plan projects and Transport Strategy outcomes**

Transport Strategy Outcomes	3 year Delivery Plan schemes
Make the Square Mile's streets great places to walk and spend time by prioritising the needs of people on foot and delivering world-class public realm	<ul style="list-style-type: none"> <li>• 15mph speed limit</li> <li>• Healthy Streets improvements</li> <li>• Legible London</li> <li>• public realm schemes/walking improvements, Mansion House, Minorities and Riverside walkway improvements.</li> <li>• Lunchtime streets</li> <li>• City Cluster area scheme</li> </ul>
Make the most efficient and effective use of street space, by significantly reducing motor traffic and changing the way the kerbside is managed and used	<ul style="list-style-type: none"> <li>• Kerbside review taking an overview of all city streets.</li> <li>• More detailed study and exploration of traffic management /healthy streets plans within the City Cluster area.</li> </ul>
Make the Square Mile more accessible, including developing and implementing a	<ul style="list-style-type: none"> <li>• The proposed CoLSAS will undertake a full analysis of where improvements are</li> </ul>

Transport Strategy Outcomes	3 year Delivery Plan schemes
City of London Street Accessibility Standard (CoLSAS) and championing step-free access for all stations in the City	<p>required across the Square Mile and prioritise where those improvements are needed.</p> <ul style="list-style-type: none"> <li>Improvements will be made under the minor schemes projects (and in the longer term through area improvements such as the City Cluster)</li> </ul>
Eliminate death and serious injuries from our streets through measures to deliver safer streets, reduce speeds, improve the safety of vehicles and encourage safer behaviours	<ul style="list-style-type: none"> <li>15mph speed limit</li> <li>Engagement, education and enforcement for 15mph speed limit</li> <li>Minor scheme improvements to target locations where accident levels are worst.</li> <li>Programme of engagement, education and enforcement which is key to encouraging a better attitude and safe systems approach</li> </ul>
Enable more people to choose to cycle by making conditions for cycling in the Square Mile safer and more pleasant	<ul style="list-style-type: none"> <li>Minor scheme improvements to target locations where accident levels are worst for cyclists</li> <li>15mph speed limit</li> <li>Implementation of the Cycle Network through the Quietways programme</li> <li>Engagement, education and enforcement, for all modes to reduce conflict and encourage better behaviour</li> </ul>
Improve air quality and reduce noise by encouraging and enabling the transition to zero emission capable vehicles	<ul style="list-style-type: none"> <li>Zero emission zones prioritising locations where large numbers of people spend significant amounts of time, Barbican and Golden Lane housing estates; and City Cluster highest density of employment</li> <li>Installation of electric vehicle charge points</li> </ul>
Reduce the number of delivery and servicing vehicles, particularly the numbers in the Square Mile at peak times	<ul style="list-style-type: none"> <li>The kerbside uses review and detailed development of a Healthy Streets plan for the City Cluster Liveable Neighbourhood will look at ways of better managing and reducing deliveries.</li> </ul>

## Outcome: The Square Mile's Streets are great places to walk and spend time

Project	IIA objectives												
	Economic growth	Built environment and public realm	Safe environment and crime reduction	Heritage assets	Waste management	Environmental protection	Climate change mitigation and resilience	Open spaces	Biodiversity and urban greening	Social and cultural facilities	Health	Education	Equality and inclusion
City-wide 15 mph – scheme development and implementation	0	+	0	0	0	0	0	0	0	0	++	0	+
Healthy Streets minor schemes: pedestrian priority	+/-	++	+	0	0	++	+	+	0	+	++	0	+
Legible London City-wide roll out	0	+	0	0	0	+	+	0	0	0	+	0	+
Puddle Dock Pedestrian safety and route severance scheme	+	+	+	0	0	+	+	0	0	0	++	0	0
Riverside Walkway – Globe View section	+	++	0	?	0	+	+	++	0	+	+	0	0
Mansion House Station walking and public realm improvements	+	++	+	?	0	++	+	++	+	+	+	0	+
100 Minorities public realm improvements	+	++	+	0	0	+	+	++	++	+	+	0	+

Project	IIA objectives												
Experience the City, including Lunchtime Streets	+	++	0	0	0	+	0	+	0	+	++	0	0
City Cluster scheme implementation – junction improvements and Healthy Streets Improvements and pedestrian priority, walking streets	+	++	0	0	+	++	++	+	+	+	++	0	+



- 4.6 The projects that will contribute to delivering the outcome 'The Square Mile's streets are great places to walk and spend time' are expected to have a range of negligible to significant positive effects.
- 4.7 Significant positive effects are expected in relation to the following IIA objectives:
- Built environment and public realm, as the projects within the outcome will result in the provision of attractive, safe and well-designed streets and public realm which will enhance the quality and character of the built environment. This will improve accessibility for everyone and ensure that residents and visitors want to spend time on the City's streets. They will also encourage more people to walk around the City, reducing congestion on the roads and on public transport.
  - Environmental protection and climate change mitigation and resilience, as the projects will result in some greening of the streets and public realm in the City, reducing the impacts of air pollution, providing shelter and shade and acting as carbon sinks, and will promote and facilitate walking which will reduce the number of vehicles on the road and subsequently road traffic congestion, reducing resultant greenhouse gas emissions.
  - Open spaces, as the projects will result in improvements to existing open space and potentially the creation of new open space.
  - Biodiversity and urban greening, as in particular the 100 Minorities public realm improvements will form a brand new green public space.
  - Health, as a number of the projects will facilitate and promote walking as an alternative to driving or using public transport. The projects will both make walking safer, reducing the risk of injury and, as a form of exercise it has many health benefits. Additionally, an increase in people choosing to walk over using motorised transport will reduce congestion on the City's roads and as a result reduce air pollution.
- 4.8 A mixed effect is considered possible as a result of 'Healthy Streets Minor schemes: pedestrian priority', in relation to economic growth. This is because pedestrian priority has the potential to result in some minor delays and reduced capacity for other road users which may make the City a less attractive place to work for these road users. However, the negative effect will only be minor as delays would be minimal. Furthermore, positive effects are considered likely as the environment for workers who walk in the City will be improved, making it a more attractive, and safer place to work.
- 4.9 Effects on heritage as a result of the Riverside Walkway Globe View project are uncertain. This is because the walkway may be routed around the Queenhithe Dock and Smiths' Wharf scheduled monument. As the details of the project are unknown at this stage it is not known what the effects may be. However, it is considered that there is opportunity to enhance the heritage asset through this scheme, including its setting, and this should be taken into account in its design. Any harm to the heritage asset and its setting should be avoided. Uncertain effects are also anticipated as a result of Mansion House public realm improvements. This is due to the impact public realm improvements on Little Trinity Lane may have on the setting Grade I listed Church of St James Garlikhithe. Effects are uncertain as the details of the project are not known at this stage but again any opportunity to enhance the setting of the heritage asset should be considered.

## Outcome: Street space is used more efficiently and effectively

Project	IIA objectives												
	Economic growth	Built environment and public realm	Safe environment and crime reduction	Heritage assets	Waste management	Environmental protection	Climate change mitigation and resilience	Open spaces	Biodiversity and urban greening	Social and cultural facilities	Health	Education	Equality and inclusion
Kerbside uses review	+	++	0	0	+	+	+	+	0	+	++	0	+
City Cluster scheme implementation – junction improvements and Healthy Streets improvements and pedestrian priority, walking streets	+	++	0	0	+	++	++	+	+	+	++	0	+
Implementation of bus priority in Healthy Streets minor schemes; and TfL bus priority schemes	+	+?	0	0	0	+	+	0	0	0	+	0	++
Principal road renewal	+	+	0	0	0	0	0	0	0	0	0	0	0

- 4.10 The projects that will contribute to the delivery of the outcome 'Street space is used more efficiently and effectively' are expected to have mainly negligible or minor positive effects on the IIA objectives, although a number of significant positive and mixed effects are also considered likely.
- 4.11 Significant positive effects are considered likely in relation to the following IIA objectives:
- Built environment and public realm, as a couple of the projects will improve the public realm through enhancing the look and feel of streets, prioritising walking and providing additional public space as well as working to reduce the amount of traffic in the City.
  - Environmental protection and climate change mitigation and resilience, as the City Cluster scheme is likely to; prioritise people walking and cycling, manage deliveries and freight better, provide better public realm and green space and improve junctions, all of which will result in less traffic and congestion in the City, and thus less greenhouse gas emissions and air pollution, as well as providing more green space which will help to mitigate any impacts of climate change.
  - Health, as a couple of the projects will facilitate and promote walking as an alternative to driving or using public transport. The projects will both make walking safer, reducing the risk of injury and, as a form of exercise it has many health benefits. Additionally, an increase in people choosing to walk over using motorised transport will reduce congestion on the City's roads and as a result reduce air pollution.
  - Equality and inclusion, as the implementation of bus priority schemes will both improve the accessibility of the City's transport network and will encourage safe, convenient and efficient public transport.

## Outcome: The Square Mile is accessible to all

Project	IIA objectives												
	Economic growth	Built environment and public realm	Safe environment and crime reduction	Heritage assets	Waste management	Environmental protection	Climate change mitigation and resilience	Open spaces	Biodiversity and urban greening	Social and cultural facilities	Health	Education	Equality and inclusion
Streets Accessibility Standard	0	++	+	0	0	0	0	+	0	++	++	0	++
Healthy Streets minor schemes: accessibility	+	++	+	0	0	0	0	+	0	++	++	0	+

4.12 A mixture of negligible, minor positive and significant positive effects are anticipated to result from the projects that will help to deliver the outcome 'The Square Mile is accessible to all'.

4.13 Significant positive effects are considered likely in relation to the following IIA objectives:

- Built environment and public realm, as the projects will work to make the streets in the City accessible for everyone.
- Social and cultural facilities, as the projects will, through providing streets that are accessible for everyone, decrease the social isolation of those who would otherwise find it difficult to get out in the City.
- Health, as similarly to the above the projects will allow people who may otherwise struggle, to access health facilities, cultural facilities and activities.
- Equality and inclusion, as the Streets Accessibility Standard will set minimum and desired standards for the design of streets to ensure that they provide an environment where all current and potential users feel welcome and safe and can travel comfortably and confidently.

## Outcome: People using our streets and public spaces are safe and feel safe

Project	IIA objectives												
	Economic growth	Built environment and public realm	Safe environment and crime reduction	Heritage assets	Waste management	Environmental protection	Climate change mitigation and resilience	Open spaces	Biodiversity and urban greening	Social and cultural facilities	Health	Education	Equality and inclusion
City-wide 15 mph – scheme development and implementation	0	+	0	0	0	0	0	0	0	0	++	0	+
Healthy Streets minor schemes: road danger reduction	0	+	+	0	0	0	0	0	0	0	++	0	+
Road danger reduction campaigns, behaviour change and community engagement	0	+	+	0	0	0	0	0	0	0	++	0	+

- 4.14 The projects which will contribute to the outcome 'People using our streets and public spaces are safe and feel safe' will have mainly negligible effects on the IIA objectives. However, a number of minor positive effects and significant positive effects in relation to health are also expected.
- 4.15 Significant positive effects are considered likely in relation to the following IIA objective:
- Health, because the projects will result in improvements to road safety for pedestrians, cyclists and motorists, particularly through speed restrictions and road danger reduction campaigns.

## Outcome: A wider range of people choose to cycle

Project	IIA objectives												
	Economic growth	Built environment and public realm	Safe environment and crime reduction	Heritage assets	Waste management	Environmental protection	Climate change mitigation and resilience	Open spaces	Biodiversity and urban greening	Social and cultural facilities	Health	Education	Equality and inclusion
City-wide 15 mph – scheme development and implementation	0	+	0	0	0	0	0	0	0	0	++	0	+
Healthy Streets minor schemes: cycling	+	+	0	0	0	++	++	0	0	0	++	0	+
City Cycle Network – Phase 1 minor schemes	+?	+	0	0	0	++	++	+	0	+	++	0	+
City Cycle Network Phase one, including: CS1 – CS6 Holborn Circus to Bishopsgate via Bank	+?	+	0	0	0	++	++	+	0	+	++	0	+



4.16 The projects that will contribute to the delivery of the outcome 'A wider range of people choose to cycle' are likely to result in a mixture of negligible, minor positive and significant positive effects on the IIA objectives.

4.17 Significant positive effects are considered likely in relation to the following IIA objectives:

- Environmental protection and climate change mitigation and resilience, as the projects will work to promote and facilitate cycling which will consequently reduce the number of vehicles on the road and the associated air pollution and greenhouse gas emissions.
- Health, as cycling is an active form of transport which consequent health benefits. The projects will enable an increased number of people which have originally used alternative forms of transport, to cycle. The speed restrictions will make cycling safer and reduce accidents and injury.

## Outcome: The Square Mile’s air and streets are cleaner and quieter

Project	IIA objectives												
	Economic growth	Built environment and public realm	Safe environment and crime reduction	Heritage assets	Waste management	Environmental protection	Climate change mitigation and resilience	Open spaces	Biodiversity and urban greening	Social and cultural facilities	Health	Education	Equality and inclusion
Barbican and Golden Lane Zero Emission Zones	+/-?	+	0	0	+	++	++	0	0	0	++	0	0
City Cluster Zero Emission Zone	+/-?	+	0	0	+	++	++	0	0	0	++	0	0
EV charge points	0	0	0	0	0	++	++	0	0	0	+	0	0

- 4.18 The projects that will contribute to the delivery of the outcome 'The Square Mile's air and streets are cleaner and quieter' are expected to have a mixture of effects, from minor negative uncertain to significant positive.
- 4.19 Significant positive effects are expected in relation to the following IIA objectives:
- Environmental protection and climate change mitigation and resilience, as Zero Emission Zones will reduce air pollution and greenhouse gas emissions which result from diesel and petrol vehicles. Low emission vehicles are generally quieter and so noise pollution will also reduce. Electric vehicle charging points will encourage the uptake and usage of electric vehicles in the City again reducing emissions from diesel and petrol vehicles.
  - Health, as a reduction in air and noise pollution as a result of Zero Emission Zones and an uptake in electric vehicle usage will be beneficial to the health of residents and visitors to the City.
- 4.20 Uncertain mixed effects are recorded against economic growth as a result of the Zero Emissions Zones. It is considered possible that some businesses may be put off locating in the City if access for certain vehicles is restricted. The exact impact is not known, hence the uncertainty added to the score. The negative effect is expected to be minor rather than significant as the effects will be medium term rather than long term as low and zero emission vehicles become cheaper and more widespread in the long term. Furthermore, the negative effects are likely to be offset somewhat by positive economic effects resulting from the City becoming a healthier and more attractive place to live and do business and through the restriction making driving in the City easier for those vehicles that do remain in the area.
- 4.21 Negligible effects are anticipated on the built environment and public realm as a result of electric vehicle charging points. The IIA of the draft Delivery Plan identified the potential for negative effects due to the visual impact the charging points may have on the public realm. Therefore, to reduce the likelihood of negative effects occurring, it was recommended that additional text be added to the description of the project which requires the design of the charging points to be sensitive to the streetscape and public realm. A sentence has now been added to the project description which reads 'Where possible the design of charging points is to be sensitive to the streetscape and public realm, although priority for charge points is to be off-street'.

Outcome: Delivery and servicing needs are met more efficiently and impacts are minimised

Project	IIA objectives												
	Economic growth	Built environment and public realm	Safe environment and crime reduction	Heritage assets	Waste management	Environmental protection	Climate change mitigation and resilience	Open spaces	Biodiversity and urban greening	Social and cultural facilities	Health	Education	Equality and inclusion
Kerbside uses review	+	++	0	0	+	+	+	+	0	+	+	0	+
City Cluster scheme implementation – Healthy Streets	+	+	0	0	++	+	+	0	0	0	+	0	0

- 4.22 Mainly minor positive and negligible effects on the IIA objectives are considered likely as a result of the projects to help deliver the outcome 'Delivery and servicing needs are met more efficiently and impacts are minimised'. Some mixed, and significant positive effects are also considered likely.
- 4.23 Significant positive effects are considered likely in relation to the following IIA objectives:
- Built environment and public realm, as the kerbside uses review will look to provide additional public space, improve the look and feel of streets and make streets safer and more accessible.
  - Waste management, as the City Cluster scheme will consider more efficient ways of using street space including better management of deliveries and a reduction in freight vehicles.

## 5 Cumulative effects

- 5.1 Cumulative effects have been considered in terms of the impact of the Delivery Plan as whole (i.e. all of the projects within the Plan) on each IIA objective, as well as the cumulative effects of the Delivery Plan in combination with the Transport Strategy, as together these documents form the Local Implementation Plan. The Delivery Plan has also been considered in combination with other London wide plans and schemes. For this the Integrated Impact Assessment of the draft London Plan prepared by Arup in November 2017 has been considered, and it is the results of the IIA of the preferred strategic options and emerging policies of the draft London Plan that have been reviewed.
- 5.2 **Table 5.1** below shows all of the scores for the projects in the Delivery Plan accompanied by text which considers the overall impact on the IIA objectives. The text below also considers the cumulative effect of the Delivery Plan and the Transport Strategy and the draft London Plan on the IIA objectives.

**Table 5.1 Summary score table**

Project	IIA objectives												
	Economic growth	Built environment and public realm	Safe environment and crime reduction	Heritage assets	Waste management	Environmental protection	Climate change mitigation and resilience	Open spaces	Biodiversity and urban greening	Social and cultural facilities	Health	Education	Equality and inclusion
City-wide 15 mph – scheme development and implementation	0	+	0	0	0	0	0	0	0	0	++	0	+
Healthy Streets minor schemes: pedestrian priority	+/-	++	+	0	0	++	+	+	0	+	++	0	+
Legible London City-wide roll out	0	+	0	0	0	+	+	0	0	0	+	0	+
Puddle Dock Pedestrian safety and route severance scheme	+	+	+	0	0	+	+	0	0	0	++	0	0
Riverside Walkway – Globe View section	+	++	0	?	0	+	+	++	0	+	+	0	0
Mansion House Station walking and public realm improvements	+	++	+	?	0	++	+	++	+	+	+	0	+
100 Minorities public realm improvements	+	++	+	0	0	+	+	++	++	+	+	0	+

Project	IIA objectives													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Experience the City, including Lunchtime Streets	+	++	0	0	0	+	0	+	0	+	++	0	0	
City Cluster scheme implementation – junction improvements and Healthy Streets Improvements and pedestrian priority, walking streets	+	++	0	0	+	++	++	+	+	+	++	0	+	
Kerbside uses review	+	++	0	0	+	+	+	+	0	+	++	0	+	
Implementation of bus priority in Healthy Streets minor schemes; and TfL bus priority schemes	+	+	0	0	0	+	+	0	0	0	+	0	++	
Principal road renewal	+	+	0	0	0	0	0	0	0	0	0	0	0	
Streets Accessibility Standard	0	++	+	0	0	0	0	+	0	++	++	0	++	
Healthy Streets minor schemes: accessibility	+	++	+	0	0	0	0	+	0	++	++	0	+	
Healthy Streets minor schemes: road danger reduction	0	+	+	0	0	0	0	0	0	0	++	0	+	
Road danger reduction campaigns, behaviour change and community engagement	0	+	+	0	0	0	0	0	0	0	++	0	+	
Healthy Streets minor	+	+	0	0	0	++	++	0	0	0	++	0	+	



Project	IIA objectives												
schemes: cycling													
City Cycle Network – Phase 1 minor schemes	+	+	0	0	0	++	++	+	0	+	++	0	+
City Cycle Network Phase one, including: CS1 – CS6 Holborn Circus to Bishopsgate via Bank	+	+	0	0	0	++	++	+	0	+	++	0	+
Barbican and Golden Lane Zero Emission Zones	+/-?	+	0	0	+	++	++	0	0	0	++	0	0
City Cluster Zero Emission Zone	+/-?	+	0	0	+	++	++	0	0	0	++	0	0
EV charge points	0	0	0	0	0	++	++	0	0	0	+	0	0
City Cluster scheme implementation – Healthy Streets	+	+	0	0	++	+	+	0	0	0	+	0	0

## Economic growth

### Effects of the Delivery Plan

- 5.3 The projects within the Delivery Plan are expected to have mainly minor positive or negligible effects on economic growth. Uncertain mixed effects are possible as a result of the Zero Emissions Zones as it is possible that some businesses may be put off locating in the City if access for certain vehicles is restricted. However, the negative effects are likely to be offset somewhat by positive economic effects resulting from the City becoming a healthier and more attractive place to live and do business and through the restriction making driving in the City easier for those vehicles that do remain in the area. Mixed effects are also considered likely on economic growth as a result of pedestrian priority streets because, while the environment for workers who walk in the City will be improved, minor delays for other road users may arise. Overall however, the Delivery Plan is expected to have positive effects in relation to the economic growth IIA objective.

### Cumulative effects

- 5.4 The Transport Strategy is anticipated to have positive effects in relation to the economic growth IIA objective, with significant positive effects considered likely due to improvements to regional, national and international connections to the City. Therefore, when the Delivery Plan is considered in combination with the Transport Strategy more significant positive effects on economic growth are likely to arise.
- 5.5 The positive effects in the economy that will result from the Delivery Plan are likely to combine with the strategic options 'making the best use of land' and 'growing a good economy' and emerging policy 'economy' from the draft London Plan to create a more significant positive effect on the economy of the City.

## Built environment and the public realm

### Effects of the Delivery Plan

- 5.6 The projects within the Delivery Plan are considered likely to result in a mix of minor positive and significant positive effects on the built environment and public realm. This is generally because the projects will work to enhance the public realm making it more attractive, safe and accessible. Overall, all of the projects within the Delivery Plan are expected to have a positive effect on the built environment and public realm IIA objective.

### Cumulative effects

- 5.7 The Transport Strategy is likely to have positive effects on the built environment and public realm IIA objective. This is generally because the Strategy will work to enhance the public realm, making it more attractive and accessible. Therefore, the positive effects which will result from the Delivery Plan are likely to be increased when combined with the effects of the Transport Strategy.
- 5.8 The positive effects that the Delivery Plan is likely to have in relation to the built environment and public realm will be made more significant through strategic options and emerging policies in the draft London Plan, which are also expected to have positive effects. These options and policies include: 'building strong and inclusive communities'; 'making the best use of land'; 'transport'; and 'Green Infrastructure and natural environment'.

## Safe environment and crime reduction

### Effects of the Delivery Plan

- 5.9 Negligible and minor positive effects are expected on the safe environment and crime reduction objective as a result of the projects in the Delivery Plan, and therefore overall the Plan is expected to have a positive effect on this IIA objective.

### Cumulative effects

- 5.10 The Transport Strategy is considered likely to have positive effects on the safe environment and crime reduction objective, with a number of significant positive effects likely due to proposals that will reduce crime and improve safety on the City's streets. Therefore, when the positive effects of the Delivery Plan are considered in combination with those of the Transport Strategy, it is likely that they will be made more significant.
- 5.11 The positive effects in relation to a safe environment and crime reduction as a result of the Delivery Plan are likely to be increased by strategic options and policies in the draft London Plan, which have also been assessed as having positive effects. These options and policies include: 'building strong and inclusive communities'; and 'design'.

## Heritage assets

### Effects of the Delivery Plan

- 5.12 The impact of the Delivery Plan on heritage is expected to be predominantly negligible. However, a couple of uncertain effects are likely in regards to the Riverside Walkway Globe View and Mansion House Station public realm projects. This is because the projects have the potential to impact heritage assets in the vicinity and present opportunities to enhance their settings, though the detail of the projects is not known at this stage and it must be ensured that any harm to the assets is avoided. Overall, at this stage the Delivery Plan is expected to have a negligible effect on heritage assets, although uncertainly remains in relation to the two projects described previously.

### Cumulative effects

- 5.13 The Transport Strategy is expected to have positive effects on heritage assets in the City. Significant positive effects were considered likely as a result of proposal 7, which aims to enhance the settings of heritage assets. Although there is also some uncertainty due to a couple of proposals for which the impact on heritage assets is unknown, when the Delivery Plan is considered cumulatively with the Transport Strategy it is likely that there will be positive effects on heritage assets, though the uncertainty will remain.
- 5.14 While the Delivery Plan is anticipated to have a negligible effect on heritage assets, the draft London Plan is expected to have positive effects as a result of emerging policy 'heritage and culture'. Therefore, cumulatively the Delivery Plan and the draft London Plan are likely to have positive effects.

## Waste management

### Effects of the Delivery Plan

- 5.15 A mixture of mainly negligible and minor positive effects are expected to result from the Delivery Plan in relation to the waste objective. City Cluster Scheme – Healthy Streets is expected to have a significant positive effect because the scheme will consider more efficient ways of using street space including better management of deliveries and a reduction in freight vehicles. Overall the Delivery Plan is anticipated to have positive effects on the waste management IIA objective.

### Cumulative effects

- 5.16 The Transport Strategy is expected to have positive effects in relation to the waste IIA objective. A number of significant positive effects are likely because of the Strategy as it will result in a reduction in the number of servicing vehicles and more sustainable waste collection. Therefore, the positive effects that are likely as a result of the Delivery Plan will be further strengthened by the Transport Strategy.
- 5.17 Positive impacts in relation to the waste objective that will arise from the implementation of the Delivery Plan are likely to be supported and further strengthened by emerging policies in the draft London Plan, in particular 'sustainable infrastructure' and 'transport' which have been assessed as having positive impacts.

## Environmental protection

### Effects of the Delivery Plan

- 5.18 The projects in the Delivery Plan are expected to have a mixture of significant positive, minor positive and negligible effects on the environmental protection objective. Significant positive effects are expected generally because many of the projects facilitate a reduction in road traffic which will reduce air and noise pollution in the City. Overall, the Delivery Plan is expected to have a positive impact in relation to the environmental protection IIA objective.

### Cumulative effects

- 5.19 The Transport Strategy overall is likely to have a positive impact in relation to the environmental protection IIA objective. This is generally because many of the proposals in the Strategy promote a reduction in road traffic which will reduce air and noise pollution. Therefore, when the positive effects of the Delivery Plan are considered in combination with those of the Transport Strategy, it is likely that they will be made more significant.
- 5.20 The positive effects of the Delivery Plan in relation to environmental protection are expected to be supported and enhanced by strategic options and policies in the draft London Plan that address this issue and have been assessed as having positive effects. These options and emerging policies include: 'increasing efficiency and improving resilience'; 'sustainable infrastructure'; 'design'; and 'transport'. However, the emerging policy 'heritage and culture' in the draft London Plan has been assessed as having the potential for short and medium term significant negative effects on noise. This is considered to partially offset the beneficial effects of the Delivery Plan and other draft London Plan policies, through it has been recommended in the IIA of the draft London Plan that this is addressed through related London Plan policies which address noise management.

## Climate change mitigation and resilience

### Effects of the Delivery Plan

- 5.21 The Delivery Plan is likely to have a mixture of significant positive, minor positive and negligible effects on the climate change mitigation and resilience IIA objective. Similarly to environmental protection, this is mainly due to the emphasis on reducing road traffic and congestion in the City and a modal shift to walking and cycling, which will result in a reduction in transport emissions. A couple of the projects will also include urban greening, which will provide carbon sinks, moderate temperatures and provide shade and shelter. Overall therefore the Delivery Plan is likely to have positive effects on this IIA objective.

### Cumulative effects

- 5.22 Overall, the Transport Strategy is expected to have positive impacts on the climate change mitigation and resilience IIA objective. Similarly to environmental protection this is mainly due to the emphasis on reducing road traffic and congestion in the City which will result in a reduction in

transport emissions. Therefore, when the Delivery Plan is considered cumulatively with the Transport Strategy, the positive effects are likely to be made more significant.

- 5.23 Positive impacts in relation to the climate change mitigation and resilience objective from the Delivery Plan will be increased by strategic option 'increasing efficiency and improving resilience' and by emerging policies: 'sustainable infrastructure'; 'design'; and 'transport' included within the draft London Plan, as these have also been assessed as having positive effects in the IIA of the draft London Plan.

## Open spaces

### Effects of the Delivery Plan

- 5.24 Mainly negligible and minor positive effects, with a couple of significant positive effects, are expected in relation to the open spaces objective as a result of the Delivery Plan. Significant positive effects are expected because of projects that promote the provision of, or enhancement of open space or a reduction in traffic which will improve the tranquillity of open space. Positive effects therefore are expected overall as a result of the Delivery Plan.

### Cumulative effects

- 5.25 Positive effects on Open Spaces are anticipated to result from the Transport Strategy as it promotes the enhancement of open space and a reduction in traffic. Therefore, the positive effects that are anticipated as a result of the Delivery Plan will be further improved when considered in combination with the Transport Strategy.
- 5.26 The positive impacts on open spaces resulting from the implementation of the Delivery Plan are likely to be further improved through a number of strategic options and emerging policies in the draft London Plan which are also expected to result in positive effects. These include: 'creating a healthy city'; 'building strong and inclusive communities'; 'design'; and 'Green Infrastructure and the natural environment'.

## Biodiversity and urban greening

### Effects of the Delivery Plan

- 5.27 The projects within the Delivery Plan are anticipated to have mainly negligible effects on biodiversity and urban greening, although some minor positive effects are expected and one significant positive effect is considered likely as a result of the 100 Minorities public realm improvements which will form a brand new green public space. Positive effects therefore are expected overall as a result of the Delivery Plan.

### Cumulative effects

- 5.28 The Transport Strategy overall will have mainly positive effects on biodiversity and urban greening as a number of proposals promote additional greenery in the City. Some uncertain minor negative effects are considered possible due to the impacts of some large scale infrastructure projects on habitats in or around the City. However, when considered cumulatively with the Delivery Plan, positive effects on this IIA objective are considered likely.
- 5.29 An emerging policy in the draft London Plan 'Green Infrastructure and the natural environment', which is also expected to have positive effects on biodiversity and urban greening, will improve on the positive effects that the Delivery Plan is anticipated to have in relation to this IIA objective.

## Social and cultural facilities

### Effects of the Delivery Plan

- 5.30 The Delivery Plan is expected to have mainly negligible and minor positive effects on social and cultural facilities, though significant positive effects are considered likely as a result of the Streets Accessibility Standard and minor schemes that will improve accessibility. Therefore, overall the impact of the Delivery Plan on this IIA objective will be positive.

### Cumulative effects

- 5.31 The impact of the Transport Strategy in relation to social and cultural facilities will be positive. Significant positive effects are considered likely through the provision of accessible streets, improved leisure facilities and the promotion of lunchtime streets. The positive effects of the Transport Strategy will further build on those of the Delivery Plan to make them more significant.
- 5.32 The positive impacts in relation to the social and cultural facilities objective that are expected to arise as a result of the Delivery Plan will be further enhanced through a number of strategic options and policies in the draft London Plan, which are also expected to have positive effects. These include: 'building strong and inclusive communities'; 'creating a healthy city'; 'social infrastructure'; and 'heritage and culture'. It is noted, however, that a negative impact of the policy 'heritage and culture' in relation to the night time economy has been raised as a result of anticipated noise pollution. This has been addressed under 'environmental protection' and 'health'.

## Health

### Effects of the Delivery Plan

- 5.33 The impact of the Delivery Plan in relation to the health objective is anticipated to be a mixture of minor positive and significant positive effects. This is mainly due to the projects which provide road safety improvements or reduce road traffic thus improving air pollution and noise pollution. Overall the Delivery Plan will have a positive effect on the health of the City's residents and visitors.

### Cumulative effects

- 5.34 The impact of the Transport Strategy in relation to the health objective is anticipated to be positive. This is mainly due to the proposals which reduce road traffic and improve road safety. Therefore, when the Delivery Plan is considered cumulatively with the Transport Strategy more significant positive effects are likely to arise.
- 5.35 The positive effects that the Delivery Plan is anticipated to have on the health of the City's residents and visitors is expected to be further enhanced by the following strategic options and emerging policies in the draft new London Plan: 'creating a healthy city'; 'Green Infrastructure and the natural environment'; 'social infrastructure'; and 'building strong and inclusive communities'. These have also been assessed, in the IIA of the draft London Plan to have positive effects. However, a significant negative effect was identified in relation to the draft new London Plan policy 'heritage and culture' in regards to the impact a night time economy will have on noise. This effect is anticipated to offset some of the positive effects the Delivery Plan will have in relation to the health objective, though it is recommended in the IIA of the draft London Plan that the negative effect is mitigated through noise policies.

## Education

### Effects of the Delivery Plan

- 5.36 The Delivery Plan is anticipated to have negligible effects in relation to the education objective as this is unlikely to be affected by the implementation of the projects within the Plan.

### **Cumulative effects**

- 5.37 The Transport Strategy is also anticipated to have a negligible effect on education, and so when considered in combination with the Delivery Plan the effects on this IIA objective are likely to remain negligible.
- 5.38 While the Delivery Plan is anticipated to have a negligible effect on education, the draft London Plan is expected to have positive effects as a result of strategic option 'growing a good economy' and emerging policy 'social infrastructure'. Therefore cumulatively the Delivery Plan and the draft London Plan are likely to have positive effects.

## **Equality and inclusion**

### **Effects of the Delivery Plan**

- 5.39 The proposals within the Delivery Plan are anticipated to have a mixture of negligible and minor positive effects, though bus priority schemes and the Streets Accessibility Standard are likely to have significant positive effects as they will make the City's streets and public transport more accessible to all. Therefore, overall the impact of the Delivery Plan on this IIA objective will be positive.

### **Cumulative effects**

- 5.40 The Transport Strategy is considered likely to have positive effects on equality and inclusion as a number of proposals in the Strategy aim to make the streets in the City and public transport more accessible to all. Therefore, the positive effects of the Delivery Plan on this IIA objective will be made more significant when considered cumulatively with those in the Transport Strategy.
- 5.41 The positive effects arising from the Delivery Plan in relation to the equality and inclusion IIA objective are expected to be further improved by the following strategic outcome / policy in the draft London Plan, which are also expected to have positive effects: 'building strong and inclusive communities'; and 'transport'.

## 6 Conclusions and monitoring

### Conclusions

- 6.1 The selected projects in the Delivery Plan have been subject to a detailed appraisal against the IIA objectives, which were developed at the scoping stage of the IIA process.
- 6.2 The IIA has identified the potential for significant effects (positive) for all of the projects contained with the Delivery Strategy apart from Legible London and principal road renewal. **Chapter 4** sets out the appraisal scores and findings. No significant negative effects have been identified as a result of the projects in the Delivery Strategy, and, as a result, no mitigation is required.
- 6.3 Cumulatively, the projects within the Delivery Plan are expected to have positive effects on the baseline in relation to achievement of all of the IIA objectives apart from education and heritage, for which negligible effects are anticipated (although there is some uncertainty in regards to heritage). These positive effects are, for the majority of IIA objectives expected to be enhanced when the Delivery Plan is considered in combination with the Transport Strategy and the draft London Plan.
- 6.4 The IIA has been undertaken alongside the preparation of the Delivery Plan and therefore has been able to feed into the proposals and ensure that sustainability considerations are integrated within the Plan. For example, in relation to the electric vehicle charging points project, a recommendation in the IIA of the emerging Plan resulted in text being added to the description of the project which would ensure that the impact of the charging points in the streetscape and public realm was reduced. This recommendation and the City of London Corporation's response is also set out in **Appendix 4**.

### Monitoring proposals

- 6.5 The SEA regulations require that "*the responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action*" and that the environmental report should provide information on '*a description of the measures envisaged concerning monitoring*'. Monitoring proposals should be designed to provide information that can be used to highlight specific issues and significant effects, and which could help decision-making.
- 6.6 Monitoring should be focussed on the significant effects of a plan or programme and so based on this, monitoring indicators have been proposed for all of the IIA objectives apart from economic growth, safe environment and crime reduction, and education which are not included as they are unlikely to be significantly affected by the implementation of the Delivery Plan. Although no significant effects on heritage assets are considered likely, due to the uncertainty regarding a couple of the projects, monitoring indicators have been proposed. It is noted that no significant negative effects are considered likely as a result of the Delivery Plan and so the monitoring is based on significant positive effects, with the aim of validating that these effects do indeed arise when the Delivery Plan is implemented.
- 6.7 **Table 6.1** sets out the suggested indicators for monitoring the potential significant effects of implementing the Delivery Plan. Indicators are proposed in relation to the IIA objectives for which potential significant positive effects were identified as a result of any of the projects.
- 6.8 The data used for monitoring in many cases will be provided by outside bodies. Information collected by other organisations can also be used as a source of indicators. It is therefore recommended that that City of London continues the dialogue with the statutory consultees and other stakeholders that has already commenced, and works with them to agree the relevant



environmental effects to be monitored and to obtain information that is appropriate, up to date and reliable.

**Table 6.1 Proposed monitoring framework for the Delivery Plan**

IIA objectives	Proposed monitoring indicators
Built environment and public realm	<ul style="list-style-type: none"> <li>• Number of people walking or cycling</li> <li>• Number of attendees at / users of Lunchtime Streets</li> <li>• Public perception of public realm in the City in particular at Riverside Walkway, Mansion House and 100 Minories</li> <li>• Amount of street clutter and cleanliness of the streets</li> </ul>
Heritage assets	<ul style="list-style-type: none"> <li>• Setting of Queenhithe Dock Scheduled Monument</li> <li>• Setting of Grade I listed Church of St James Garlikhithe</li> <li>• Number of heritage assets at risk in the City</li> </ul>
Waste management	<ul style="list-style-type: none"> <li>• Percentage and delivery and servicing trips made by zero emission transport</li> <li>• The number of large delivery and servicing vehicles using the transport network</li> </ul>
Environmental protection	<ul style="list-style-type: none"> <li>• Changes in the concentration of air pollutants in the City, in particular in the Barbican and Golden Lane, and City Cluster Zero Emissions Zones</li> <li>• Number of planning applications that include an air quality assessment</li> <li>• Number of complaints regarding noise</li> </ul>
Climate change mitigation and resilience	<ul style="list-style-type: none"> <li>• The number of vehicles that meet the Zero Emissions Zone standards</li> <li>• The percentage of Zero Emission Capable buses on the network</li> <li>• Number of Electric Vehicle charging points in the City</li> <li>• The modal shift from private car use to walking, cycling or public transport</li> <li>• Changes in greenhouse gas emissions from the City</li> <li>• Net increase in Green Infrastructure</li> </ul>
Open spaces	<ul style="list-style-type: none"> <li>• Open space / parks usage, particularly at Riverside Walkway, Mansion House Station and 100 Minories.</li> </ul>

IIA objectives	Proposed monitoring indicators
	<ul style="list-style-type: none"> <li>• Amount of public open space as percentage of total land use</li> </ul>
Biodiversity and urban greening	<ul style="list-style-type: none"> <li>• Net increase in Green Infrastructure, parks and open spaces</li> <li>• Number of sites designated for nature conservation and their quality</li> <li>• Changes in areas of biodiversity importance</li> </ul>
Social and cultural facilities	<ul style="list-style-type: none"> <li>• Adults participating in sports, recreation and cultural activities</li> <li>• Number of 'lunchtime streets' events taking place</li> </ul>
Health	<ul style="list-style-type: none"> <li>• Number of hospital admissions in relation to road accidents, in particular those related to vehicle speed</li> <li>• Number of community engagement events taking place in relation to road danger reduction</li> <li>• Number of accidents involving cyclists and pedestrians</li> <li>• Number of complaints regarding amenity (e.g. in relation to noise)</li> <li>• Levels of obesity</li> </ul>
Equality and inclusion	<ul style="list-style-type: none"> <li>• Number of new or extended bus services</li> <li>• Public transport usage by the elderly or disabled</li> </ul>

# Appendix 1 Consultation comments on IIA Scoping Report

Consultee Comment	Response / comment and how it was addressed in the IIA report
<b>Environment Agency</b>	
The Environment Agency did not have any detailed comments to make on the Transport Strategy except to note that they were pleased that BEIS data uploaded to .gov.uk had been quoted.	Noted.
<b>Historic England</b>	
In general Historic England welcomed the approach taken in the Scoping Report and the direct relationship with the historic environment of objectives 2 (built environment and public realm) and 4 (heritage assets) is noted. The baseline section was considered suitable.	Noted.
<p>It was recommended that the following plans and policy documents were included in Appendix 1:</p> <ul style="list-style-type: none"> <li>• UNESCO World Heritage Convention</li> <li>• The Convention for the protection of the Architectural Heritage of Europe</li> <li>• Historic England Advice NOTE 8: Sustainability Appraisal and Strategic Environmental Assessment</li> <li>• City of London Historic Environment Strategy</li> <li>• City of London area enhancement strategies</li> <li>• Conservation Area SPDs and management plans</li> <li>• Tower of London World Heritage Site Management Plan</li> </ul>	These documents have been reviewed and added to Appendix 1 of the Scoping Report and Appendix 2 of this IIA.
It was considered that the potential impacts of measures to manage increasing numbers of visitors and workers in the City on individual heritage assets, the historic public realm and local character should be reflected in the Scoping Report. Therefore it was recommended that the following change was made to the first column of Table 4.1 in regards to cultural heritage and landscape: <i>Changes to streets and / or vehicle movements including public realm improvement proposals designed to manage increasing numbers of pedestrians, may affect the settings</i>	The suggested change has been made to the text in Table 4.1 of the Scoping Report and Table 3.1 of this IIA.

Consultee Comment	Response / comment and how it was addressed in the IIA report
and views of city landmarks, listed buildings <i>and other heritage assets</i> , and can affect archaeological remains’.	
To reflect the importance of the visitor economy and the historic attractions within the City it was recommended that objective 1 – Economic growth was amended to read ‘... a leading financial and business centre and <i>help enable the continuing success of its historic visitor attractions</i> ’.	The suggested alterations to objective 1, in Table 5.1 of the Scoping Report and Table 2.2 of this IIA have been made.
Based on the above point it was suggested that the following appraisal questions were then added: <ul style="list-style-type: none"> <li>• Will the strategy / plan enable the successful management of pedestrian and visitor movements and support the continuing growth of the tourism sector and visitor attractions?</li> <li>• Will the strategy / plan unlock heritage-led regeneration opportunities?</li> </ul>	The appraisal questions have been added to objective 1 in Table 5.1 of the Scoping Report and Table 2.2 of this IIA.
To reflect potential impacts on the historic environment it was recommended that the following amendment to objective 2 – Built environment and public realm was made ‘...student and residential communities <i>that respects and enhances local character and distinctiveness</i> ’.	The suggested alterations to objective 2, in Table 5.1 of the Scoping Report and Table 2.2 of this IIA have been made.
It was recommended that a new appraisal question be added to objective 4 – Heritage assets: <ul style="list-style-type: none"> <li>• Will the plan / strategy contribute to the better management of heritage assets and tackle heritage at risk?</li> </ul>	The appraisal question has been added to objective 4 in Table 5.1 of the Scoping Report and Table 2.2 of this IIA.
<b>Natural England</b>	
Natural England welcomed the opportunity to give their views however, as the topic of the Transport Strategy does not relate to their interests to a significant extent they did not have any comments to make. However, should the plan change in a way that significantly affects its impact on the natural environment then Natural England should be consulted again.	Noted.

Consultee Comment	Response / comment and how it was addressed in the IIA report
<b>Transport for London / Greater London Authority</b>	
It was requested that the LIP be mentioned explicitly throughout the document.	Reference to the LIP was added to section 2 and paragraph 5.4 of the Scoping Report.
It was advised that the time horizon for the LIP is to 2041, with one and three year programmes and that the 5 year horizon mentioned on pages 3 and 8 is not relevant.	Reference to the 5 year horizon on pages 3 and 8 of the Scoping Report has been removed and amended to refer to 2041.
It was advised that TfL / GLA are currently re-consulting on a number of safeguarded wharfs and so reference should only be made to the new London Plan and not to the Safeguarding Wharf Final Recommendation Report.	References to the Safeguarding Wharfs Final Recommendation Report have been removed from the Scoping Report and this IIA.
<p>It was advised that the following strategies will be adopted in the lifetime of the Transport Strategy and LIP, and requested that they be referred to in the report:</p> <ul style="list-style-type: none"> <li>• Environment Strategy</li> <li>• Health Inequalities Strategy</li> <li>• Housing Strategy</li> <li>• Economic Development Strategy</li> <li>• Culture Strategy</li> </ul>	Reference to these documents has been made in section 2 of the Scoping Report and Chapter 3 of this IIA.

# Appendix 2 Review of plans, policies and programmes



Plan/ Policy/ Programme	Objectives and Requirements	Implications for the IIA
<b>International</b>		
Johannesburg Declaration on Sustainable Development (2002)	<p>Commitment to building a humane, equitable and caring global society aware of the need for human dignity for all.</p> <p>Renewable energy and energy efficiency. Accelerate shift towards sustainable consumption and production.</p>	<p>Consider the enhancement of the natural environment.</p> <p><i>Relates to all IIA objectives.</i></p>
Aarhus Convention (1998)	<p>Established a number of rights of the public with regard to the environment. Local authorities should provide for:</p> <ul style="list-style-type: none"> <li>• The right of everyone to receive environmental information</li> <li>• The right to participate from an early stage in environmental decision making</li> <li>• The right to challenge in a court of law public decisions that have been made without respecting the two rights above or environmental law in general.</li> </ul>	<p>Ensure that public are involved and consulted at all relevant stages of IIA production.</p> <p><i>Relates to all IIA objectives.</i></p>
Strategic Plan for Biodiversity 2011 – 2020 (2010)	Overarching framework for biodiversity for United Nations partners.	<p>IIA objectives should reflect the goals of this strategy.</p> <p><i>Relates to IIA objective 9 – Biodiversity and urban greening.</i></p>
United Nations Sustainable Development Goals (2015)	The Sustainable Development Goals were set in September 2015 to replace and update the Millennium Development Goals. They cover all three dimensions of sustainable development: economy, social and environment.	<p>IIA objectives should reflect the goals.</p> <p><i>Relates to all IIA objectives.</i></p>
UN Framework Convention on Climate Change (1992), Kyoto Protocol (1997) and Paris Agreement (2015)	The Kyoto Protocol agreed in 1997 was designed to address the fact that greater cuts in emissions were needed to prevent serious interference with the climate. It has been ratified by over 166 countries. It sets legally binding emissions reductions targets on the developed countries that have ratified it (including the UK). In December 2007, the United Nations Framework Convention on Climate Change took place and brought together over 180 countries. The Paris agreement sets the target of limiting temperature change to below a 2 degree increase on pre- industrial levels.	<p>IIA objectives must reflect these agreements.</p> <p><i>Relates to IIA objective 6 – Environmental protection (pollution) and objective 7 – Climate change mitigation and resilience.</i></p>

Plan/ Policy/ Programme	Objectives and Requirements	Implications for the IIA
<b>European</b>		
<i>SEA Directive 2001</i> Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment	Provide for a high level of protection of the environment and contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.	Requirements of the Directive must be met in Strategic Environmental Assessment. <i>Relates to all IIA objectives.</i>
EU Environment Action Programme to 2020. (2013)	Sets out sustainability goals for the EU.	The IIA objectives should reflect these goals. <i>Relates to all IIA objectives.</i>
<i>The Industrial Emissions Directive 2010</i> Directive 2010/75/EU on industrial emissions (integrated pollution prevention and control)	This Directive lays down rules on integrated prevention and control of pollution arising from industrial activities. It also lays down rules designed to prevent or, where that is not practicable, to reduce emissions into air, water and land and to prevent the generation of waste, in order to achieve a high level of protection of the environment taken as a whole.	Consider reducing pollution. <i>Relates to objective 6 – Environmental protection (pollution).</i>
<i>The Birds Directive 2009</i> Directive 2009/147/EC is a codified version of Directive 79/409/EEC as amended	The preservation, maintenance, and re-establishment of biotopes and habitats shall include the following measures: Creation of protected areas. Upkeep and management in accordance with the ecological needs of habitats inside and outside the protected zones. Re-establishment of destroyed biotopes.  Creation of biotopes.	Consider implications of the Transport Strategy and Delivery Plan for birds. To be covered by HRA screening. <i>Relates to objective 9 – Biodiversity and urban greening.</i>
<i>The Waste Framework Directive 2008</i> Directive 2008/98/EC on waste	Prevention or reduction of waste production and its harmfulness. The recovery of waste by means of recycling, re-use or reclamation. Recovery or disposal of waste without endangering human health and without using processes that could harm the environment.	Consider minimising waste production as well as promoting recycling. <i>Relates to objective 5 – Waste management.</i>
<i>The Air Quality Directive 2008</i> Directive 2008/50/EC on ambient air quality and cleaner air for Europe	Avoid, prevent and reduce harmful effects of ambient air pollution on human health and the environment	Consider maintaining and enhancing air quality. <i>Relates to objective 6 – Environmental protection (pollution).</i>
<i>The Habitats Directive 1992</i>	Promote the maintenance of biodiversity taking account of economic,	Consider the effect of the strategy on biodiversity

Plan/ Policy/ Programme	Objectives and Requirements	Implications for the IIA
Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora	social, cultural and regional requirements. Conservation of natural habitats and maintain landscape features of importance to wildlife and fauna.	and habitats within and around the City. <i>Relates to objective 9 – Biodiversity and urban greening</i>
European Spatial Development Perspective (1999)	Economic and social cohesion across the community. Conservation of natural resources and cultural heritage. Balanced competitiveness between different tiers of government.	Consider the conservation of natural resources and cultural heritage and economic and social cohesion.  <i>Relates to objective 1 – Economic growth, objective 4 – Heritage assets, objective 5 – Waste management, objective 6 – Environmental protection, objective 9 – biodiversity and urban greening and objective 14 – Equality and inclusion.</i>
EU Seventh Environmental Action Plan (2002-2012)	The EU’s objectives in implementing the programme are: (a) to protect, conserve and enhance the Union’s natural capital; (b) to turn the Union into a resource-efficient, green and competitive low-carbon economy; I to safeguard the Union’s citizens from environment-related pressures and risks to health and wellbeing; (d) to maximise the benefits of the Union’s environment legislation; I to improve the evidence base for environment policy; (f) to secure investment for environment and climate policy and get the prices right; (g) to improve environmental integration and policy coherence; (h) to enhance the sustainability of the Union’s cities; (i) to increase the Union’s effectiveness in confronting regional and global environmental challenges.	Consider the protection and enhancement of the natural environment and promote energy efficiency, where relevant.  <i>Relates to all IIA objectives.</i>
European Convention on the Protection of the Archaeological Heritage (Valletta, 1992)  <i>Revision of the 1985 Granada Convention</i>	Protection of the archaeological heritage, including any physical evidence of the human past that can be investigated archaeologically both on land and underwater.  Creation of archaeological reserves and conservation of excavated sites.	Consider the protection of archaeological heritage.  <i>Relates to objective 4 – Heritage assets.</i>
UNESCO World Heritage Convention	Recognises the duty of identification, protection, conservation, presentation and transmission to future generations of cultural and natural heritage	Consider the protection of heritage assets  <i>Relates to objective 4 – Heritage assets and</i>

Plan/ Policy/ Programme	Objectives and Requirements	Implications for the IIA
	belong to the State. Effective and active measures should be taken to protect, conserve and present heritage and this should be reflected in national policy.	<i>objective 2 – Built environment and public realm.</i>
The Convention for the protection of the Architectural Heritage of Europe	To reinforce and promote policies for the conservation and enhancement of Europe’s heritage. Re-affirms the need for European solidarity with regard to heritage conservation and establishes the principles of ‘European co-ordination of conservation policies’.	Consider the protection of heritage assets <i>Relates to objective 4 – Heritage assets and objective 2 – Built environment and public realm.</i>
<b>National</b>		
HM Government, A Green Future: Our 25 Year Plan to Improve the Environment	<p>The Plan sets out the Governments comprehensive and long-term approach to protecting and enhancing natural landscapes and habitats for the next generation.</p> <p>The 25 year goals include:</p> <ul style="list-style-type: none"> <li>• Clean air;</li> <li>• Clean and plentiful water;</li> <li>• Thriving plants and wildlife;</li> <li>• A reduced risk of harm from environmental hazards such as flooding and drought;</li> <li>• Using resources from nature more sustainably and efficiently;</li> <li>• Enhanced beauty, heritage and engagement with the natural environment.</li> </ul>	To consider the protection and enhancement of the environment. <i>Relates to all IIA objectives.</i>
Inclusive Transport Strategy: Achieving equal access for disabled people (2018)	<p>This strategy sets the Government’s plans to make our transport system more inclusive, and to make travel easier for disabled people. While it is focussed on the inclusion of disabled people, many of the improvements will also benefit other travellers. The five main themes of the Strategy are:</p> <ul style="list-style-type: none"> <li>• Awareness and enforcement of passenger rights;</li> <li>• Staff training;</li> <li>• Improving information;</li> <li>• The future of inclusive transport;</li> </ul> <p>Improving physical infrastructure.</p>	To consider the importance of inclusivity <i>Relates to objective 12 – Health and objective 14 – Equality and inclusion.</i>
Transport Investment Strategy (2017)	<p>This document sets out how the Department for Transport will build on the progress that has been made in regards to transport in recent years and how they will respond to today’s challenges while putting the travelling public at the heart of the choices made. The Strategy seeks to:</p> <ul style="list-style-type: none"> <li>• create a more reliable, less congested and better connected transport network that works for the users who rely on it;</li> <li>• build a stronger, more balanced economy by enhancing</li> </ul>	Ensure the objectives of the Transport Investment Strategy are embedded within the IIA framework. <i>Relates to objective 1 – Economic growth, objective 2 – Built environment and public realm, , and objective 14 – Equality and inclusion.</i>

Plan/ Policy/ Programme	Objectives and Requirements	Implications for the IIA
	<p>productivity and responding to local growth priorities;</p> <ul style="list-style-type: none"> <li>• enhance our global competitiveness by making Britain a more attractive place to trade and invest; and</li> <li>• support the creation of new housing.</li> </ul>	
Localism Act (2011)	<p>The Localism Act introduces a number of measures to decentralise decision making process to the local level, creating space for Local Authorities to lead and innovate, and giving people the opportunity to take control of decisions that matter to them. The Localism Act includes a number of important packages.</p> <ul style="list-style-type: none"> <li>• The new act makes it easier for local people to take over the amenities they love and keep them part of local life;</li> <li>• The act makes sure that local social enterprises, volunteers and community groups with a bright idea for improving local services get a chance to change how things are done.</li> <li>• The act places significantly more influence in the hands of local people over issues that make a big difference to their lives.</li> <li>• The act provides appropriate support and recognition to communities who welcome new development.</li> <li>• The act reduces red tape, making it easier for authorities to get on with the job of working with local people to draw up a vision for their area's future.</li> <li>• The act reinforces the democratic nature of the planning system passing power from bodies not directly to the public, to democratically accountable ministers.</li> <li>• The act enables Local Authorities to make their own decisions to adapt housing provision to local needs, and make the system fairer and more effective.</li> <li>• The act gives Local Authorities more control over the funding of social housing, helping them plan for the long- term.</li> </ul> <p>In relation to planning, the Localism Act enables the Government to abolish regional spatial strategies, introduce Neighbourhood Plans and Local Referendums.</p>	<p>To ensure the concepts of the Localism Act are embedded within the SEA framework.</p> <p><i>Relates to all IIA objectives.</i></p>
National Planning Policy Framework (2018)	<p>Presumption in favour of sustainable development.</p> <p>Delivering sustainable development by:</p>	<p>Sustainability Appraisal should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors.</p> <p><i>Relates to all IIA objectives.</i></p>

Plan/ Policy/ Programme	Objectives and Requirements	Implications for the IIA
	Promoting sustainable transport	Consider sustainable transport.
	Promoting healthy and safe communities.	Consider health and well-being.
	Meeting the challenge of climate change, flooding, and coastal change.	Consider climate change mitigation.
	Conserving and enhancing the natural environment.	Consider the conservation and enhancement of the natural environment.
	Conserving and enhancing the historic environment	Consider the conservation of historic features.
National Planning Practice Guidance (2014)	The National Planning Practice Guidance provides technical guidance on topic areas in order to support policies set out within the NPPF. It aims to allow for sustainable development as guided by the NPPF.	The principles and requirements of national policy will need to be embedded within the IIA framework and appraisal <i>Relates to the IIA process.</i>
National Planning Policy for Waste (2014)	Sets out the Government's ambition to work towards a more sustainable and efficient approach to resource use and management. Replaces Planning Policy Statement 10.	Consider waste generation and management. <i>Relates to objective 5 – Waste Management.</i>
UK Government Sustainable Development Strategy: Securing the Future (2005)	<p>The Strategy sets out 5 principles for sustainable development:</p> <ul style="list-style-type: none"> <li>• Living within environmental limits;</li> <li>• Ensuring a strong, healthy and just society;</li> <li>• Achieving a sustainable economy;</li> <li>• Promoting good governance ; and</li> <li>• Using sound science responsibly.</li> </ul> <p>The strategy sets four priorities for action:</p> <ul style="list-style-type: none"> <li>• Sustainable consumption and production;</li> <li>• Climate change and energy;</li> <li>• Natural resource protection and environmental enhancement;</li> </ul>	To ensure that the requirements of the Strategy are embedded within the IIA framework. <i>Relates to all IIA objectives.</i>

Plan/ Policy/ Programme	Objectives and Requirements	Implications for the IIA
	<ul style="list-style-type: none"> <li>Sustainable communities</li> </ul> <p>The strategy commits to:</p> <ul style="list-style-type: none"> <li>A programme of community engagement;</li> <li>Forums to help people live sustainable lifestyles;</li> <li>Open and innovative ways for stakeholders to influence decision; educating and training</li> </ul>	
English Heritage Historic England Corporate Plan 2015 to 2018 (2015)	<p>The plan sets out its three purposes as to:</p> <ul style="list-style-type: none"> <li>Secure the preservation of ancient monuments and historic buildings;</li> <li>Promote the preservation and enhancement of the character and appearance of conservation areas; and</li> <li>Promote the public's enjoyment of, and advance their knowledge of, ancient monuments and historic buildings.</li> </ul>	<p>Consider the historic environment.</p> <p><i>Relates to IIA objective 4 – Heritage assets.</i></p>
Meeting the Energy Challenge A White Paper on Energy (2007)	<ul style="list-style-type: none"> <li>Sets out a framework for action to address the challenges in the energy sector, including international strategy which recognises the need to tackle climate change and energy security together, and measures to help us become more energy efficient.</li> </ul>	<p>Consider energy efficiency.</p> <p><i>Relates to objective 7 – Climate change mitigation and resilience.</i></p>
Planning our electric future: a White Paper for secure, affordable and low-carbon electricity white paper (2011)	<p>Sets out the Government's commitment to transform the UK's electricity system to ensure that our future electricity supply is secure, low carbon and affordable.</p>	<p>Consider energy efficiency.</p> <p>Relates to objectives 6 – Environmental protection and 7 – Climate change mitigation and resilience.</p>
The Carbon Plan: Delivery our Local Carbon Future (2011)	<p>The Carbon Plan sets out the government's plans for achieving the emissions reductions it committed to in the first four carbon budgets.</p> <p>Emissions in the UK must, by law, be cut by at least 80% of 1990 by 2050. The UK was first to set its ambition in law and the Plan sets out progress to date.</p>	<p>Consider greenhouse gas emissions.</p> <p><i>Relates to objective 7 – Climate change mitigation and resilience.</i></p>
The Climate Change Act (2008)	<p>The Climate Change Act was passed in 2008 and established a framework to develop an economically credible emissions reduction path. It also strengthened the UK's leadership internationally by highlighting the role it would take in contributing to urgent collective action to tackle climate change under the Kyoto Protocol.</p> <p>The Climate Change Act includes the following:</p> <ul style="list-style-type: none"> <li>2050 target. The act commits the UK to reducing emissions by at least 80% in 2050 from 1990 levels. This target was based on advice from</li> </ul>	<p>Consider climate change.</p> <p><i>Relates to objective 7 – Climate change mitigation and resilience.</i></p>

Plan/ Policy/ Programme	Objectives and Requirements	Implications for the IIA
	<p>the CCC report: Building a Low- carbon Economy. The 80% target includes GHG emissions from the devolved administrations, which currently accounts for around 20% of the UK's total emissions.</p> <ul style="list-style-type: none"> <li>Carbon Budgets. The Act requires the Government to set legally binding 'carbon budgets'. A carbon budget is a cap on the amount of greenhouse gases emitted in the UK over a five-year period. The first four carbon budgets have been put into legislation and run up to 2027.</li> </ul>	
Heritage Protection for the 21 <sup>st</sup> Century: White Paper (2007)	<p>The proposals in this White Paper reflect the importance of the heritage protection system in preserving our heritage for people to enjoy now and in the future. They are based around three core principles:</p> <ul style="list-style-type: none"> <li>Developing a unified approach to the historic environment;</li> <li>Maximising opportunities for inclusion and involvement; and</li> <li>Supporting sustainable communities by putting the historic environment at the heart of an effective planning system</li> </ul>	<p>Consider cultural heritage. <i>Relates to objective 4 – Heritage assets.</i></p>
The Culture White Paper (2016)	<p>The White Paper sets out how the Government will support our cultural sectors over the coming years and how culture will play an active role in building a fairer and more prosperous nation that takes a lead on the international stage.</p>	<p>Consider access to culture <i>Relates to objective 1 – Economy, objective 4 – Heritage assets, and objective 10 – Social and cultural facilities.</i></p>
The Air Quality Strategy for England vol. 1 (2007)	<p>The Air Quality Strategy sets out a way forward for work and planning on air quality issues by setting out the air quality standards and objectives to be achieved. It 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. The objectives of strategy are to:</p> <ul style="list-style-type: none"> <li>Further improve air quality in the UK from today and long term.</li> <li>Provide benefits to health, quality of life and the environment.</li> </ul>	<p>Consider air quality. <i>Relates to objective 6 – Environmental protection (pollution).</i></p>
Draft Clean Air Strategy (2018)	<p>The Clean Air Strategy sets out the case for action and demonstrates the government's determination to improve our air quality. It shows how the government will tackle all sources of air pollution, making air healthier to breathe, protecting nature and boosting the economy.</p>	<p>Consider air quality <i>Relates to objective 6 – Environmental protection</i></p>
Energy Act (2008)	<p>The Act works towards a number of policy objectives including carbon emissions reduction, security of supply, and competitive energy markets. Objectives: Electricity from Renewable Sources: changes to Renewables Obligation (RO), designed to increase renewables generation, as well as the</p>	<p>Consider energy efficiency and climate change. <i>Relates to objective 7 – Climate change and mitigation.</i></p>



Plan/ Policy/ Programme	Objectives and Requirements	Implications for the IIA
	<p>effectiveness of the RO.</p> <p>Feed in tariffs for small scale, low carbon generators of electricity. Smart meters: the Act mandates a roll-out of smart meters to medium sized businesses over the next five years.</p> <p>Renewable heat incentives: the establishment of a financial support mechanism for those generating heat from renewable sources.</p>	
National Infrastructure Plan (2014)	The Infrastructure Plan allows for long term public funding certainty for key infrastructure areas such as: roads, rail, flood defences and science. All elements highlighted in the Plan represent firm commitment by government to supply the funding levels stipulated. The Plan also highlights what steps the government will take to ensure effective delivery of its key projects	<p>To ensure that the IIA promotes efficient infrastructure.</p> <p><i>Relates to objective 1 – Economy, objective 2 – Built environment and public realm and objective 3 – safe environment and crime reduction.</i></p>
Waste Management Plan for England (2013)	The Waste Management Plan follows the EU principal of waste hierarchy. This requires that prevention of waste, preparing for reuse and recycling should be given priority order in any waste legislation and policy. From this principal a key objective of The Plan is to reduce the level of waste going to landfill and to encourage recycling. The Plan also requires that larger amounts of hazardous waste should be disposed of at specially managed waste facilities.	<p>The objectives of the national waste policy will be required to be embedded within the IIA framework.</p> <p><i>Relates to objective 5 – Waste management.</i></p>
Historic England Advice Note 8: Sustainability Appraisal and Strategic Environmental Assessment	Seeks to provide advice on historic environment considerations as part of the SA / SEA process	<p>IIA should reflect the guidance.</p> <p><i>Relates to objective 4 – Heritage assets and objective 2 – Built environment and public realm.</i></p>
<b>Regional</b>		
The London Plan (2016) and the new London Plan (2018)	<p>The London Plan is the strategic planning document for the 32 London boroughs and the City of London. It sets out the framework for development in London and the policy context for local planning policies.</p> <p>Policies from the London Plan relevant to the Transport Strategy and LIP include:</p> <ul style="list-style-type: none"> <li>• Policy 3.2 – Improving health and addressing health inequalities;</li> <li>• Policy 5.2 – Minimising carbon dioxide emissions;</li> <li>• Policies 6.1 to 6.15 in relation to transport;</li> <li>• Policy 7.5 – Public realm;</li> <li>• Policy 7.14 – Improving Air Quality;</li> </ul>	<p>IIA objectives should reflect the goals of the Plan.</p> <p><i>Relates to all objectives.</i></p>

Plan/ Policy/ Programme	Objectives and Requirements	Implications for the IIA
	<ul style="list-style-type: none"> <li>• Policy 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and promoting appropriate soundscapes;</li> <li>• Policy 7.24 – Blue Ribbon Network;</li> <li>• Policy 7.25 increasing the use of the Blue Ribbon Network for passengers and tourism; and</li> <li>• Policy 7.26 – Increasing the use of the Blue Ribbon Network for Freight Transport.</li> </ul> <p>The New London Plan will replace the current London Plan as the strategic planning document for the 32 London Boroughs and the City of London. The following draft policies are likely to be applicable to the Transport Strategy and LIP:</p> <ul style="list-style-type: none"> <li>• Policy GG1 – Building strong and inclusive communities;</li> <li>• Policy GG3 – Creating a healthy city;</li> <li>• Policy GG5 – Growing a good economy;</li> <li>• Policy GG6 – Increasing efficiency and resilience;</li> <li>• Policy D7 – Public realm;</li> <li>• Policy D13 – Noise;</li> <li>• Policy SI1 – Improving air quality;</li> <li>• Policy S12 – Minimising Greenhouse gas emissions;</li> <li>• Policy SI15 – Water transport; and</li> <li>• Policies T1 to T9 in relation to transport.</li> </ul>	
<p>The Mayor’s Transport Strategy (2018) (MTS)</p>	<p>The MTS sets out the Mayor’s plans to transform London’s streets, improve public transport and create opportunities for new homes and jobs. To achieve this, use of public transport, walking and cycling is encouraged. The Strategy was adopted on the 13<sup>th</sup> March 2018. The City of London Transport Strategy and LIP will need to have due regard to this document throughout its preparation.</p> <p>The MTS contains three key themes:</p> <ul style="list-style-type: none"> <li>• Healthy Streets and healthy people;</li> <li>• A good public transport experience; and</li> <li>• New homes and jobs.</li> </ul>	<p>IIA objectives should reflect the goals and themes of the strategy.</p> <p><i>Relates to all objectives.</i></p>

Plan/ Policy/ Programme	Objectives and Requirements	Implications for the IIA
The Mayor of London River Action Plan (2013)	This plan outlines a number of specific measures to be taken by TfL to help boost the number of river trips in line with achieving the Mayor's target of 12 million passenger journeys a year by 2020.	IIA objectives should support the goals of the Action Plan. <i>Relates to objective 2 – Built environment and public realm</i>
A City for all Londoners (2016)	This report sets out the Mayor's strategic vision for London. The document does not include specific policies but gives an indication of the priorities of the Mayor.  The overarching 'Healthy Streets' approach to managing the street network is a key part of the Mayor's vision. In central London this means a shift towards reducing motorised traffic.	IIA objective should reflect the goals of the strategy. <i>Relates to all IIA objectives.</i>
<b>Local</b>		
City of London local Plan (2015)	The City of London Local Plan, adopted in January 2015 is the statutory planning document for the City. The following policies are applicable to the Transport Strategy and LIP which must be in general conformity with the Local Plan. <ul style="list-style-type: none"> <li>• Policy DM 3.4 Traffic management;</li> <li>• Policy DM 15.6 Air quality;</li> <li>• Policy DM 15.7 Noise and light pollution;</li> <li>• Core Strategic Policy CS9: Thames and the Riverside;</li> <li>• Core Strategic Policy CS16: Public Transport Streets and Walkways; and</li> <li>• Policies DM 16.1 to 16.8 in regards to transport.</li> </ul> The City of London is currently preparing its new Local Plan, 'the City Plan 2036'. This will set out the City Corporation's vision, strategy and objectives for planning in the City over the next 20 years. Once adopted this Plan will replace the current City of London Local Plan. Work on the new Local Plan is currently underway and a full draft version is expected to be consulted on from June 2018.	The IIA should support and conform with the objectives and policies of the Local Plan. <i>Relates to all IIA objectives.</i>
The Standard Highway and Servicing Requirements for Developments in the City of London (2007)	This document sets out guidelines for physical infrastructure associated with development-related highway and servicing arrangements. The document should be the point of reference for all matters relating to development impact on the public highway.	The IIA objectives should align with the guidelines in the document. <i>Relates to IIA objective 5 – Waste management.</i>

Plan/ Policy/ Programme	Objectives and Requirements	Implications for the IIA
	<p>The City of London Delivery and Servicing Guidance provides practical information on how to manage freight associated with an existing site or new development through a Delivery and Servicing Plan.</p>	
<p>The City of London Air Quality Strategy (2015 – 2020)</p>	<p>The City of London Air Quality Strategy and emerging Air Quality SPD set out the City’s aims and responsibilities on managing Air Quality. The strategy aims to fulfil statutory obligations relating to air quality management, encourage measures to reduce harmful emissions in the City, and raise public awareness of air quality issues. Relevant Air Quality Strategy policies include;</p> <ul style="list-style-type: none"> <li>• Policy 2: Political influence and commitment;</li> <li>• Policy 5: Reducing emissions from transport; and</li> <li>• Action 29: Reducing Air Quality Impact of Freight.</li> </ul>	<p>The IIA objectives should support the aims of the strategy.</p> <p><i>Relates to objective 7 – Climate Change and objective 6 – Environmental protection.</i></p>
<p>The City of London Noise Strategy (2016-2026)</p>	<p>This document sets out the City Corporation’s strategy for managing noise levels from all sources. Unwanted noise can be a nuisance to both residents and businesses and while some noise in a working environment is inevitable, the City Corporation has a statutory responsibility to manage and minimise exposure to excessive or unnecessary noise, while ensuring that the City can function and flourish.</p> <p>Policies in the Noise Strategy which are relevant to the Transport Strategy and LIP include:</p> <ul style="list-style-type: none"> <li>• Policy Transport 12 – Night Time Servicing;</li> <li>• Policy Transport 13 – General; and</li> <li>• Policy Transport 14 – General</li> </ul>	<p>The IIA objectives should support the aims of the strategy.</p> <p><i>Relates to objective 6 – Environmental protection</i></p>
<p>The City of London Road Danger and Active Travel Plan (2018-2023)</p>	<p>This plan seeks to achieve a reduction in danger for all, to make the streets safer and improve the quality of life for everyone in the City of London. Road danger will be targeted at source, working towards the elimination of the number of people killed or seriously injured on London’s Roads. Walking and cycling is encouraged, helping to reduce levels of physical inactivity and associated health impacts.</p>	<p>The IIA objectives should support the goals of this plan.</p> <p><i>Relates to objective 3 – Safe environment and crime reduction, objective 2 – Built environment and public realm and objective 12 – Health.</i></p>
<p>The Thames Strategy SPD (2015)</p>	<p>The SPD sets out the City Corporation’s strategy for use of the river. The strategy supports the Local Plan policy CS9 Thames and the Riverside with regard to promoting the use of the river for freight as well as passenger transport.</p>	<p>The IIA objectives should support the use of the river.</p> <p><i>Relates to objective 2 – Built environment and public realm.</i></p>

Plan/ Policy/ Programme	Objectives and Requirements	Implications for the IIA
The City of London Public Realm SPD (2016)	<p>The SPD sets out 10 aims relating to maintaining and enhancing the City's built environment and providing a safe, high quality and inclusive place in which to work, live and enjoy.</p> <p>Particularly relevant to the Transport Strategy and LIP, the SPD aims to:</p> <ul style="list-style-type: none"> <li>• Encourage simpler, more spacious and less cluttered streets and spaces (Aim 3);</li> <li>• Provide more sustainable streets and spaces (Aim 6);</li> <li>• Support and encourage wellbeing and healthy lifestyles (Aim 7); and</li> <li>• Provide better connected and more inclusive streets and spaces (Aim 9).</li> </ul>	<p>The IIA objective should support the aims of the SPD.</p> <p><i>Relates to objective 2 – Built environment and public realm, objective 3 – Safe environment and crime reduction, objective 12 – Health and objective 14 – Equality and inclusion.</i></p>
The City of London Freight and Servicing SPD (2018)	<p>This document sets out the City of London's requirements for new development in relation to the management of freight and servicing. The three principal aims of the document are:</p> <ul style="list-style-type: none"> <li>• to minimise freight and servicing trips;</li> <li>• to match demand to network capacity; and</li> <li>• to mitigate the impact of freight trips.</li> </ul> <p>The overall vision for freight and servicing is to 'reduce the number of freight and servicing vehicles and their environmental impact on the City, particularly at peak times, whilst still allowing the City to flourish and avoiding negative impacts beyond the City's boundaries'.</p>	<p>The IIA should support the aims of the SPD.</p> <p><i>Relates to objective 5 – Waste management.</i></p>
City of London Historic Environment Strategy 2017	<p>Provides policy and guidance on all aspects of the City's historic environment. Sets out the history, character and development of the City with guidance on specific buildings and types of heritage assets that form its unique townscape. Specific documents such as 'Management of the Historic Environment SPD', 'City of London: History and Characterisation', 'City of London: Townscape analysis', 'Interpretation Strategy for Monuments and Archaeology SPD' and 'Registered Parks and Gardens' have yet to be published.</p>	<p>The IIA should align with the guidance within the Strategy.</p> <p><i>Relates to objective 4 – Heritage assets and objective 2 – Built environment and public realm.</i></p>
City of London area enhancement strategies	<p>16 are being prepared which will be the foundation for improving the streets and public spaces in the City. Each sets out the vision for issues such as public realm, transport, road danger and others.</p> <p>Each has a set of objectives to achieve the vision for the area.</p>	<p>The IIA should reflect and align with the visions of the strategies.</p> <p><i>Relates to objective 4 – Heritage assets, objective 2 – Built environment and public realm, objective 3 – Safe environment and crime reduction, objective 12 – Health and objective 14 – Equality and inclusion</i></p>

Plan/ Policy/ Programme	Objectives and Requirements	Implications for the IIA
Tower of London World Heritage Site Management Plan 2007	To ensure the effective management of the site for present and future generations. The vision for the Tower is to sustain its outstanding universal value and to effectively manage it in order to protect, conserve and present it to the public and to transmit it to future generations. Objective 2 of the plan is to 'work with all relevant organisations, particularly planning authorities, to develop and implement a common and consistent approach to sustaining the outstanding universal value of the tower in its setting'.	The IIA should support the aim and objectives of the Plan. <i>Relates to objective 4 – Heritage assets.</i>
City of London Conservation Area SPDs and Management Plans	Individual documents prepared for each conservation area, analysing the character of each one and setting out the policies for its management.	The IIA should consider and align with the policies in the Plans. <i>Relates to objective 4 – Heritage assets and objective 2 – Built environment and public realm.</i>

# Appendix 3 Baseline information

## Baseline information

### Climatic factors

#### Energy consumption and related emissions

Energy consumption and the consequent emissions of carbon dioxide are of significant importance to the City of London and have a contributory impact on climate change. As can be seen from **Table A3.1**, petroleum products, though not the largest source of energy consumed in the City or London as a whole, still contribute a large amount to energy consumption. Much of this will be a result of motorised transport.

The design and construction of the built environment, including transport infrastructure, together with economic and social activities can have an effect on energy consumption and subsequent greenhouse gas emissions and this can be influenced by planning policies for new development.

It is important to consider the trend in energy consumption and carbon dioxide emissions for the City to see whether the policies that are already in place are having a positive effect. **Table A3.1** shows energy consumption figures for both the City of London (C of L) and Greater London (GL) for 2005–2015 and demonstrates that electricity accounts for the greatest proportion of energy consumption in the City, while for London this is Natural Gas. Total energy consumption in the City has decreased by 22% during this period, with Greater London seeing a 16% fall<sup>21</sup>.

**Table A3.1 Energy consumption in the City of London (GWh) 2005-2015**

Year	Petroleum Products		Natural Gas		Electricity		Renewables and Waste		Total	
	C of L	GL	C of L	GL	C of L	GL	C of L	GL	C of L	GL
2005	261	34,494	982	79,849	2,616	41,434	2	89	3,860	156,052
2006	255	34,656	925	76,950	2,742	42,843	2	125	3,924	154,736
2007	258	34,387	964	74,349	2,555	42,197	2	288	3,778	151,368
2008	225	33,333	945	72,799	2,584	41,814	0	154	3,754	148,274
2009	208	32,352	940	67,387	2,467	41,081	0	153	3,615	141,131
2010	239	31,818	900	67,423	2,684	41,714	0	189	3,584	141,299
2011	228	30,755	831	63,915	2,385	39,945	0	306	3,444	135,076
2012	219	30,473	800	63,038	2,482	40,807	0	288	3,501	134,749
2013	213	30,045	780	61,946	2,440	40,478	0	319	3,433	132,960
2014	234	30,648	669	59,102	2,103	40,957	0	451	3,006	131,303
2015	245	30,498	736	58,439	1,894	39,654	0	1,450	2,875	130,195

**Table A3.2** shows carbon emission figures for the City of London for 2005–2015.<sup>22</sup> This demonstrates that commercial use by far accounts for the greatest proportion of emissions, followed by transport. The table shows that while total carbon emissions have been reducing, they will need to be reduced to around 600 kT CO<sub>2</sub> per annum to meet the GLA's target of a 60% reduction in CO<sub>2</sub> emissions by 2025<sup>23</sup>.

**Table A3.2 Trends in carbon emissions (kT CO2 per annum)**

Year	Commercial	Domestic	Transport	Total
2005	1,547	20	74	1,641
2006	1,680	20	73	1,773
2007	1,580	21	72	1,673
2008	1,604	21	66	1,691
2009	1,402	20	62	1,483
2010	1,551	21	61	1,637
2011	1,317	19	59	1,395
2012	1,462	21	57	1,539
2013	1,346	20	56	1,419

<sup>21</sup> Total final energy consumption at regional and local authority level, <https://www.gov.uk/government/statistical-data-sets/total-final-energy-consumption-at-regional-and-local-authority-level>

<sup>22</sup> 2005 to 2015 UK local and regional CO<sub>2</sub> emissions, <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-2015>

<sup>23</sup> City of London Local Plan Review, IIA Scoping Report Issues and Options Consultation Draft, Appendix 2 Baseline Information, 2016



Year	Commercial	Domestic	Transport	Total
2014	966	17	57	1,039
2015	788	15	57	860

### *Flood risk*

Local Authorities are responsible for carrying out Strategic Flood Risk Assessments (SFRA) for their areas to determine the level of risk from river and coastal flooding, ground water flooding and surface water flooding including its interaction with the sewer network. Developers must submit Flood Risk Assessments (FRA) demonstrating the mitigation of any flood risk posed by new development. The Environment Agency provides information and advice to assist in the production of FRA's and SFRAs and also produce Flood Zone maps for river and coastal flooding. The map for the City shows some risk of flooding from the River Thames, however the main flood risk is to the south of the river outside the City boundary.

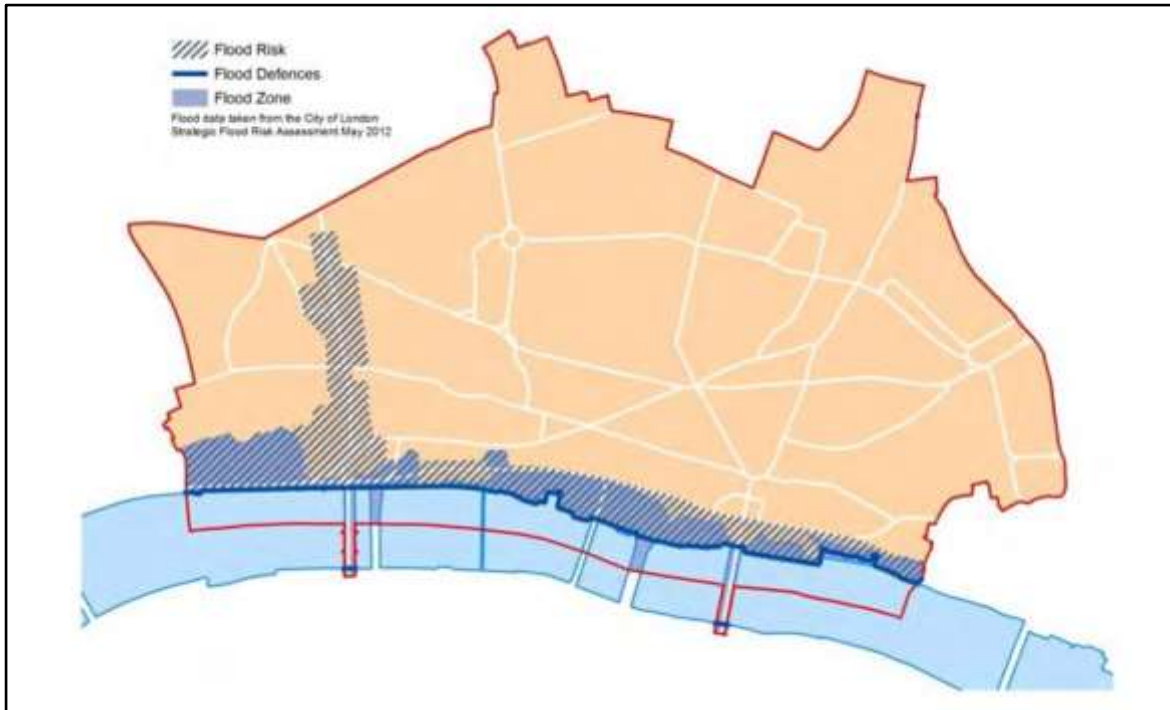
Climate change is an important factor in increasing flood risk, particularly through the impacts of rising sea levels and more extreme weather events. Despite efforts to reduce carbon emissions some level of climate change is inevitable and the likelihood is that we will experience more extreme weather events as a result.

Figure A3.1 shows the areas of the City that will be most vulnerable to flooding as a result of climate change<sup>24</sup>.

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<sup>24</sup> City of London Local Plan Review, IIA Scoping Report Issues and Options Consultation Draft, Appendix 2 Baseline Information, 2016

**Figure A3.1 Areas at risk of flooding in the City**



### **Biodiversity, flora and fauna**

The City of London Corporation has produced a Biodiversity Action Plan (BAP) which identifies the habitats and species that are under threat, important to the City and can be monitored and promoted as an indication of local biodiversity<sup>25</sup>.

A number of factors led to the City BAP being different to those of other local authority areas:

- High density buildings and built infrastructure;
- Small size and isolated nature of existing spaces within the City;
- Demographic composition of the City; and
- Intense pressure on all outdoor spaces during lunchtime periods.

The species that have been identified as priorities are:

- Black Redstart.
- Peregrine Falcon.
- House Sparrow.
- Bats.
- Stag Beetles.
- Swift.
- Bumblebee.

The priority habitats identified by the London Biodiversity Partnership that are most relevant to the Square Mile are 'parks and urban green spaces', with an 'important habitat' identified as 'built structures'. Action plans have been developed to take into consideration these priority habitats. Further habitats recognised as by London biodiversity target within the City of London are the Tidal Thames, which is also the City's only Site of Metropolitan Importance for Nature Conservation (SMINC), and standing water, which includes ponds.

<sup>25</sup> City of London Biodiversity Action Plan 2016-2020

There are several sites which have been designated as Sites of Importance for Nature Conservation (SINCs) in the City of London. The sites were identified as a result of a survey carried out jointly by the City of London Corporation and the GLA's biodiversity strategy team using criteria and procedures which are set out in Appendix I of the Mayor's Biodiversity Strategy. **Table A3.3** lists the SINCs that were identified in the survey.

**Table A3.3 Sites of Importance for Nature Conservation**

Site Name	Designation	Area (ha)
The River Thames and tidal tributaries	Site of Metropolitan Importance	26
The Temple Gardens	Site of Borough Importance GII	2.19
The Barbican and St Alphage Gardens	Site of Borough Importance GII	3.06
Pepys Garden Seething Lane and St Olave's Churchyard	Site of Local Importance	0.12
St Pauls Cathedral Gardens	Site of Local Importance	0.71
Cleary Gardens	Site of Local Importance	0.11
St Botolph's Bishopsgate Church Grounds	Site of Local Importance	0.27
Aldermanbury Gardens	Site of Local Importance	0.10
The Roman Wall Noble Street	Site of Local Importance	0.06
Finsbury Circus	Site of Local Importance	0.74

### Cultural Heritage and Landscape

The City of London, by virtue of its rich heritage and development, has a legacy of buildings of high architectural merit and areas of distinctive townscape quality and character. This includes 26 conservation areas, 48 scheduled ancient monuments, over 600 listed buildings and four registered parks and gardens at Finsbury Circus, Barbican and the Temples and also includes the setting of a World Heritage Site – the Tower of London. At the time of writing Historic England's 'Heritage at Risk Register' lists 4 buildings and 3 sections of the London Wall as being at risk.

There are also a number of Sites of Archaeological Potential in the City and areas with archaeological remains in situ cover much of the area.

The Local Plan provides extensive protection to heritage and archaeological assets in the City through the following policies; CS12 Historic Environment, DM 12.1 Managing change affecting all heritage assets and spaces, DM 12.2 Development in conservation areas, DM 12.3 Listed buildings, DM 12.4 Ancient monuments and archaeology and DM 12.5 Historic Parks and Gardens. A series of Conservation Area Strategies and Supplementary Planning Documents published by the City Corporation provide more detailed information and management plans for heritage assets.

The City of London and its environs contain many famous landmarks which are visible both within and beyond the City's boundaries. Views of the City's skyline from the River Thames are especially notable and certain local views of St Paul's Cathedral have been protected successfully by the City Corporation's "St Paul's Heights code" since the 1930's. Landmarks such as St Paul's Cathedral, the Monument and the Tower of London are internationally renowned and add to the City's "world class" status. These views are protected by an integrated range of national regional and local policies.

The Tower of London has additional view protection, implemented through the Tower of London World Heritage Site Management Plan (2016). This defines and protects a range of "settings" of

the Tower World Heritage Site, which includes its relationship with historic features which are visible in the urban landscape.

## Air Quality

The Environment Act 1995 introduced the National Air Quality Strategy and the requirement for local authorities to determine if statutory air quality objectives (AQOs) are likely to be exceeded. All local authorities now report to DEFRA on an annual basis, and have the obligation to declare Air Quality Management Areas (AQMAs) and develop action plans for improvement of air quality if objectives are likely to be exceeded.

The primary air pollutants of concern in the City historically were black smoke and sulphur dioxide caused by the burning of fossil fuels (such as coal) for industrial and domestic use. Subsequent controls successfully tackled these problems. Today, the major contributor to poor air quality is motorised vehicles. Petrol and diesel engines emit a wide range of pollutants, principally carbon monoxide, oxides of nitrogen, volatile organic compounds and fine particulate matter.

Assessment of these pollutants has been carried out in accordance with the requirements of the Air Quality (England) Regulations 2000 with the result that, in 2001, the whole of the City was declared an Air Quality Management Area for Nitrogen Dioxide and fine particulate matter (PM10). The cross boundary nature of air pollution means that, although actions can be taken at local level to combat some sources of air pollution, a high proportion of pollutants originate outside the City, so a wider approach is required.

In the City, nitrogen dioxide is continuously monitored at six locations (Beech Street, Walbrook Wharf, Senator House, Sir John Cass School, Farringdon Street and Walbrook rooftop). The air quality objective of 40 µg m<sup>-3</sup> (annual average) was exceeded at all of these sites.

Fine Particulate Matter (PM10) is monitored in the City at Beech Street, Upper Thames Street and at the Sir John Cass School. The PM10 objective of 50 g µm<sup>-3</sup> has been exceeded on many occasions, with Upper Thames Street showing the highest concentrations.

Exposure to PM10 and nitrogen dioxide is considered to be a significant cause of ill health and premature death in London. Research by King's College London estimated that air pollution was responsible for up to 141,000 life years lost or the equivalent of up to 9,400 deaths in London in 2010, as well as over 3,400 hospital admissions. The total economic cost associated with this was estimated at £3.7 billion. Poor air quality in the City is now considered to be a corporate risk.

Carbon monoxide, sulphur dioxide, lead, 1,3 butadiene, and benzene concentrations in the City are low and continue to comply with the air quality objectives set for these pollutants.

The main contributor to local air pollution is road traffic. Diesel vehicles contribute the largest proportion. Offices make up over 70% of all buildings in the City and many vehicles are servicing business needs. Public transport upgrades, the introduction of cleaner vehicles, the use of the River Thames and encouragement of active transport modes will all make a contribution to reducing air pollution.<sup>26</sup>

## Water and Soils

Many human activities have the potential to pollute water e.g. industrial processes, urban infrastructure, transport and accidental or deliberate pollution incidents. Pollutants from these and many other sources may enter surface or ground water directly, may move slowly within ground water and emerge eventually in surface water, may run off the land or may be deposited from the atmosphere. Pollution may be from point sources or may be more diffuse and can be exacerbated by weather conditions.

The Environment Agency is responsible for maintaining and improving the quality of fresh marine, surface and underground water in England and Wales and as part of this role carries out assessments of the water quality of all natural bodies of water. The only natural bodies of water occurring in the City are the River Thames, which is a transitional water as it flows through the City, and the ground waters that exist below the City. Transitional waters are characterised by their salinity, tidal category and size.

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<sup>26</sup> City of London Local Plan Review, IIA Scoping Report Issues and Options Consultation Draft, Appendix 2 Baseline Information, 2016

The proportion of the River Thames having "Very Good" water quality has decreased slightly in 2007/08 and Good quality water has decreased by 5.5 percentage points. There has been an increase in the percentage of Fairly Good, Fair, Poor and Bad quality water.

Environment Agency water quality data for the River Thames for 2016 show the current ecological quality as "moderate" for the City of London stretch of the Thames and the current chemical quality is shown as failing to meet the required standard<sup>27</sup>.

Part IIA of the Environmental Protection Act 1990 and the Contaminated Land (England) Regulations 2006 provide the legal framework for the management of contaminated land. Under this legislation, the City of London published its Contaminated Land Strategy in 2001. The aims of this strategy were to:

- Identify and record all sensitive receptors
- Identify and record all sites which have the potential to be contaminated
- Assess whether a pathway exists between the potential source and receptor
- If a potential pathway exists carry out a detailed inspection of the site

The Contaminated Land Strategy Review (Oct 2004) outlines the results of a series of activities carried out to achieve these aims. This review concludes that "no evidence of significant harm or pollution of controlled water is currently taking place and there is no contaminated land in the City as defined by the legislation" The City Corporation continues to monitor potential land contamination associated with development sites and no evidence to conflict with this finding has emerged.

New guidance was published in April 2012 by DEFRA. While the findings above still stand, the City's Contaminated Land Strategy (2015) concludes that there is scope for further review, strategic inspection and documentation of the City's ground.

## Population

The residential population of the City of London as defined by the 2011 Census of Population is 7,400, 4,100 of these being male and 3,300 being female. A significant proportion of the City's residential property is occupied as second homes – of the 6,100 residential properties on the City's council tax register, 1,400 are registered as second homes<sup>28</sup>. It should be noted that the workday population is approximately 483,000.

The City's resident population is largely in the 20-64 age range, with proportionately fewer old and young people<sup>29</sup>. The largest age bands are 25-29 and 30-34. In terms of the workday population there is a strong weighting towards males in the City, and those in the age band 20-45. People this age make up 75% of the entire workday population with the peak age being 31. This is consistent with the Greater London workforce which peaks at age 30 however, the City does have a clear trend towards a younger working age population<sup>30</sup>.

The majority of the workforce population are employed in either professional occupations or associate professional and technical occupations. Only a small proportion is employed in process plant and machine occupations or caring, leisure and other services. Much of the workplace population of Greater London are also employed in the professional and associate professional and technical occupations however, significantly more people are employed within the caring and leisure services, process plant and machine occupations as well as sales, customer service and skilled trades<sup>31</sup>.

In terms of industrial sectors, the largest proportion of the City's working population works in the financial and insurance sector (46%), followed by professional and estate (24%). The

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<sup>27</sup> Environment Agency Middle Thames Water Quality Data 2009-2016

<sup>28</sup> City of London Resident Population, Census 2011, Population

<sup>29</sup> City of London Resident Population, Census 2011, Population

<sup>30</sup> City of London Resident Population, Census 2011, Workday Population

<sup>31</sup> City of London Workforce Census 2011, Analysis by Age and Occupation

administrative and education sector dominates in Greater London (37%) followed by professional and estate (13%); only 9% of the Greater London workforce works in financial and insurance.<sup>32</sup>

The white ethnic group had decreased from 84% in 2001 to 78% in 2011. The Asian ethnic group has increased to over 12%. The black ethnic group has increased by 1% between 2001 and 2011.<sup>33</sup>

City workers and residents generally report high levels of educational qualification. Two thirds of City workers have a qualification of degree level or above, compared to the London average of 40%. This greater proportion of level 4 qualifications is consistent with the predominant work sectors within the City – financial and insurance and associated professional services.<sup>34</sup>

## Health

The general perception of health in the City of London is 'Very good' (56%) with 'Good' (32%) at the next level; less than 1% rated their health as 'Very Bad'<sup>35</sup>. Some 4.4% of the population stated that their day to day activities are limited a lot by their health; the majority (89%) stated that their day to day activities are not limited. More than 90% of the population is not provided with any unpaid care, just over 6% are provided with 1 to 19 hours of unpaid care per week and less than 1% receive either 20 to 49 hours or 50 or more hours of unpaid care per week. In general Health is reported as better in the City than in Greater London where almost 4% of residents report that they are in very bad health and 11% are in fair health; 51% report themselves to be in very good health<sup>36</sup>.

It is noted that there are variations in health between neighbourhoods in the City which reflect patterns of relative social and economic deprivation. For example poor health is more prevalent in the Portsoken and Golden Lane areas, where ill health and disability affect around 20% of households.<sup>37</sup>

In general health in the City has improved since 2001 with the percentage of those reporting good health rising and those reporting bad or fair health decreasing.

In terms of road safety in the City, large vehicles, including goods vehicles and servicing vehicles are disproportionately involved in collisions with vulnerable road users, for example pedestrians and cyclists. A reduction in the number of these vehicles using the roads at the same time as the more vulnerable users may have a positive impact on the safety of the City's population.

In 2014, visits to attractions in the City totalled approximately 6.5 million with over 10 million total visitors. 7.7% of the City's workforce is employed in the tourism sector. Visitor numbers increased up to 2014 and are continuing to increase. The City Corporation is looking to set a target of an additional 1.5–2.0 million visitors per year.

## Equality

Protected characteristics are defined by the Equality Act 2010 as: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

Based on 2011 census data, the age profile of the City shows that there are proportionally fewer very young and older people living in the City with the largest age bands being 25-29 and 30 -34.

The current population of the City is 78% white, 12% Asian, 3% Black, and 4% mixed ethnicity. 55% of the population is male and 45% female. 33% are married and 1.7% are in a same sex civil partnership. 7.8% are divorced.

As stated in the section above, health in the City is generally perceived to be good, with only 4.4% of residents stating that their day to day activities are limited a lot, and 7.8% of the population receiving any unpaid care (between 1 and 50 hours or more).

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<sup>32</sup> City of London Workforce Census 2011, Analysis by Industrial Sector

<sup>33</sup> City of London Local Plan Review, IIA Scoping Report Issues and Options Consultation Draft, Appendix 2 Baseline Information, 2016

<sup>34</sup> Health and wellbeing board

<sup>35</sup> City of London Resident Population, Census 2011, Health

<sup>36</sup> ONS Neighbourhood Statistics, City of London, Health and Provision of Unpaid Care 2011

<sup>37</sup> City of London Local Plan Review, IIA Scoping Report Issues and Options Consultation Draft, Appendix 2 Baseline Information, 2016

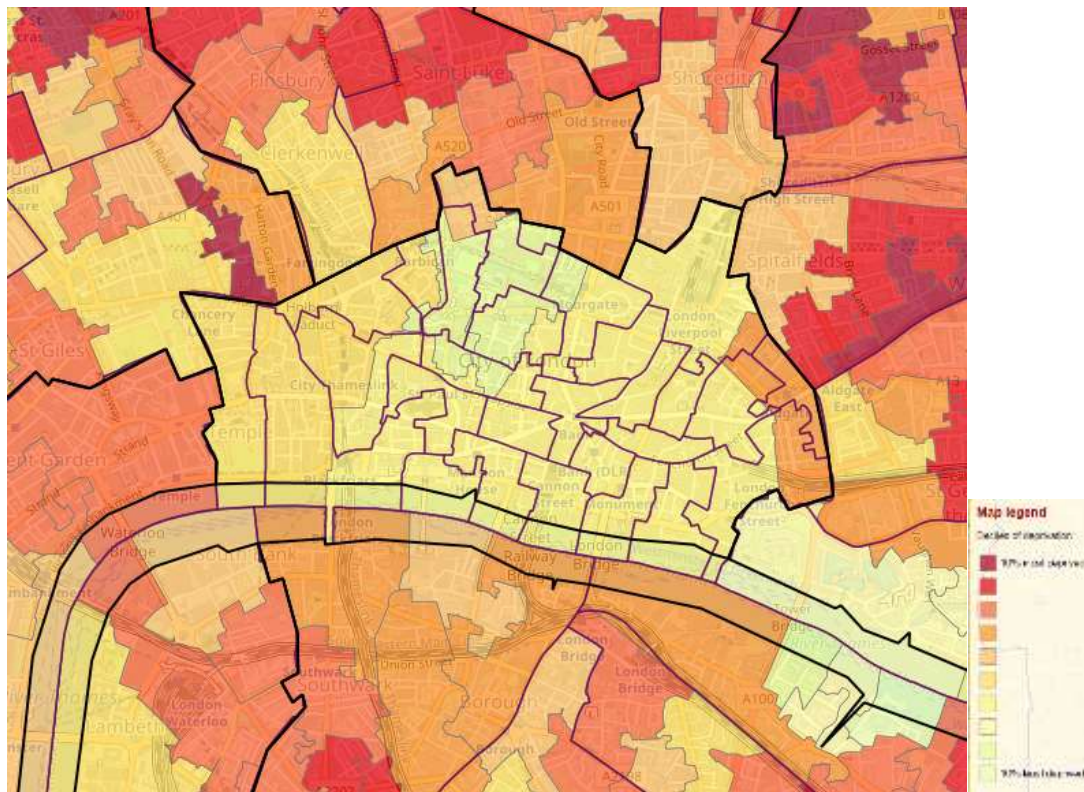
57% of the population identify themselves as having a religion; of these 45% are Christian, 6% are Muslim, 2% are Jewish and 2% are Hindu.

As can be seen from **Figure A3.2** the City is a relatively affluent place, with all wards but part of Tower Ward ranking amongst the 50% least deprived neighbourhoods in the country, and the majority of the City falling within the 40% least deprived neighbourhoods in the country. Aldersgate and Bassishaw wards are amongst the 20% least deprived neighbourhoods in the country.

The ranking is similar for all domains (e.g. income, employment, education, health, crime, children and the elderly) apart from barriers to housing and services and living environment, where the ranking for the City falls into some of the most deprived areas in the country. This demonstrates the issues the City has with housing and services provision and quality, air quality, and road traffic incidents.

The City is also surrounded by less affluent areas which have higher levels of deprivation. Examples include part of Holborn and Covent Garden Ward and part of Spitalfields and Banglatown ward. The City has the potential to be a catalyst for improvement in these more deprived wards through, for example, improving accessibility to jobs and services.

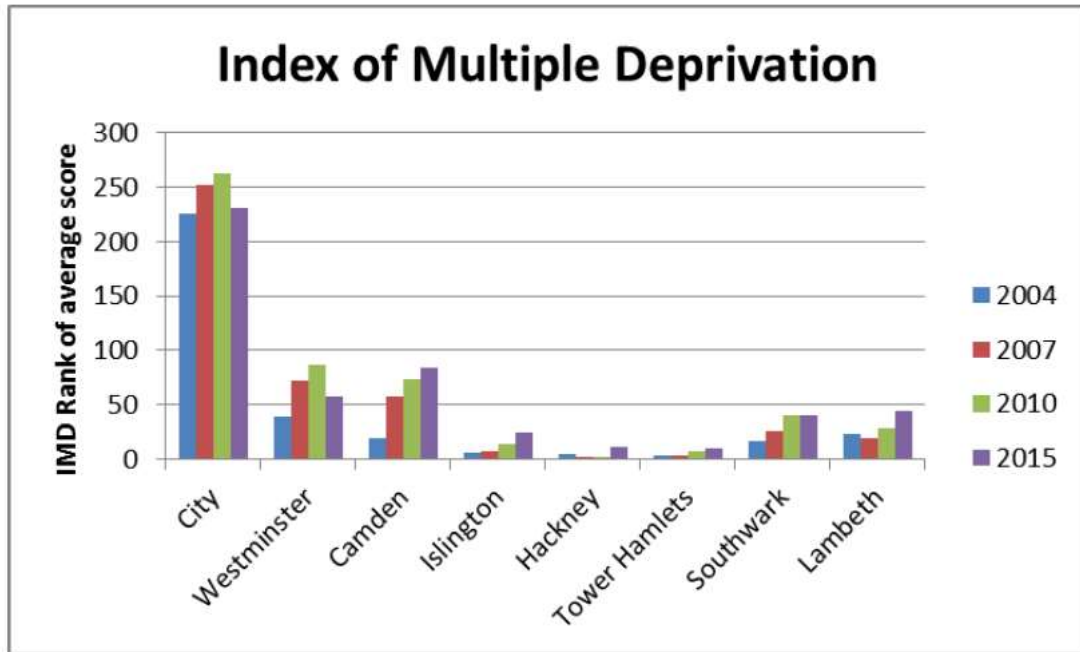
**Figure A3.2 Index of Multiple Deprivation in the vicinity of the City of London<sup>38</sup>**



**Figure A3.3** below shows the Index of Multiple Deprivation (IMD) ranking for the City between 2004 and 2015, compared to neighbouring boroughs. The neighbouring boroughs of Islington, Hackney and Tower Hamlets are amongst the most deprived in the country.

<sup>38</sup> <http://dclgapps.communities.gov.uk/imd/idmap.html>

**Figure A3.3 IMD rating for the City and surrounding boroughs<sup>39</sup>**



Due to the low resident population of the City and the high numbers of people working and visiting daily, crime patterns differ slightly to more residential wards.

In 2017 the highest number of crimes fell under 'other theft', followed by 'anti-social behaviour' and 'violence and sexual offences'.

Crime throughout the year peaked in March and again in August and then fell dramatically to November and December when it was at its lowest.

The City of London is currently facing issues with moped crime. In 2017 there were 14,030 motorcycle thefts and 23,430 motorcycle-enabled crimes in London. A significant number of these took place in the City. The Mayor of London and City of London and Metropolitan police are currently working on ways to reduce this type of crime.<sup>40</sup>

### Material Assets

Offices are the predominant land use in the City. It was estimated in March 2017 that there was 8.66 million m<sup>2</sup> of gross B1 office floor-space within the City, with a further 1.4 million m<sup>2</sup> under construction<sup>41</sup>. This forms approximately three quarters of all City floor-space. Other main land uses are transport, open space, housing, retailing, utilities, public buildings, education and health.

Office stock in the City is continually updated to accommodate the City's growth projections and to accommodate businesses' technological requirements, ensuring that it remains at the competitive edge. There is increasing pressure for residential development in the City and it is important that this is managed so as not to affect the competitiveness of the business City. At the 31st March 2017 a total of 852 residential units were under construction with a further 77 units permitted but not commenced.

The City's transport infrastructure incorporates the streets, walkways and public realm which enable pedestrian movement; the shared spaces, highways and cycle parking facilities which enable safe and secure cycling; the highways, roads lanes and vehicle parking facilities which accommodate motor vehicles, essential for servicing and the delivery and operation of buses, taxis and private vehicles; the underground tube systems and overground rail networks and stations which provide public transport connections within and beyond the City nationally and

<sup>39</sup> City of London Local Plan Review, IIA Scoping Report Issues and Options Consultation Draft, Appendix 2 Baseline Information, 2016

<sup>40</sup> <https://www.london.gov.uk/press-releases/mayoral/mayor-working-to-end-moped-related-crime>

<sup>41</sup> City of London Development Information Report 2017



internationally; and the river transport system for both freight and passenger transport to and from the City's wharf and piers.<sup>42</sup>

The City Corporation aims to ensure that people can choose from a range of sustainable transport modes which operate in a safe, secure and efficient manner. The City's streets encompass a range of spaces from highways suitable for through traffic to lanes and walkways, many of which accommodate pedestrian movement and form important local links within the City.<sup>43</sup>

In order to provide a high quality public realm, the City of London is working on a number of Area Enhancement Strategies which are the foundation for improving the streets and public spaces in the Square Mile.<sup>44</sup>

## Waste

The quantity and composition of municipal waste has been monitored by the City of London Corporation. There are two main categories of waste produced in the City: commercial and household waste. However, many companies in the City employ independent contractors to deal with waste and recycling, therefore total waste figures for the City are difficult to establish.

Municipal Waste collected by the City of London Corporation is transported by river to the Riverside Resource Recovery Energy Waste Facility at Belvedere in Bexley.

The City of London also transports waste for some local authorities and companies who operate their own waste management and recycling schemes using private contractors.

In addition to the Municipal waste management in the city a large number of private waste contractors operate in the City collecting waste from commercial premises. The commercial and industrial waste estimate for the City for 2014 was 187,000 tonnes<sup>45</sup>.

The high rate of redevelopment in the City means that large quantities of demolition and construction waste are generated. The constricted nature of the City and the tight timescales involved in redevelopment mean that most of this demolition waste is transported off site for either recycling or disposal. The historical lack of monitoring data makes it difficult to accurately determine the level of production of secondary and recycled aggregates from construction and demolition waste material.

## Economy

The City of London is a leading financial and business centre. It generated £45 billion in economic output (as measured by Gross Value Added) in 2014. This is equivalent to 14% of London's output and 3% of the UK's total economic output.

Offices are the predominant land use in the City. It was estimated that in March 2014 there was 8.6 million m<sup>2</sup> of gross office floor space within the City.<sup>46</sup>

The largest industrial sectors in the City overall are businesses services and banking although professional and estate services is the largest sector in the west of the City. In 2016 the UK's financial services sector employed over 1.1 million people which represented 3.4% of the UK's total workforce.<sup>47</sup>

Over the past 10 years employment and output growth in the City and also more widely in London have outpaced the UK's growth rate due to the concentration of high productivity industries and labour.<sup>48</sup>

The 2015 document 'The Future of the City of London's Economy' sets out the expectation that, over the coming decade, the City of London's growth rate is expected to accelerate as its high productivity industries continue to grow. The City is projected to generate an additional £16

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<sup>42</sup> City of London Infrastructure Delivery Plan, 2011

<sup>43</sup> City of London Infrastructure Delivery Plan, 2011

<sup>44</sup> City of London Local Plan Review, IIA Scoping Report Issues and Options Consultation Draft, Appendix 2 Baseline Information, 2016

<sup>45</sup> Waste arisings and waste management capacity study review 2016, Anthesis

<sup>46</sup> City of London Local Plan Review, IIA Scoping Report Issues and Options Consultation Draft, Appendix 2 Baseline Information, 2016

<sup>47</sup> PwC and The City of London, total Tax Contribution of UK Financial Services, December 2016.

<sup>48</sup> The Future of the City of London's Economy, June 2015

billion in output by 2025 and productivity is projected to rise from £114,000 per job to £141,000 per job – almost three times the UK's productivity.

**Figure A3.4** shows the projections for output, employment and productivity to 2025.

**Figure A3.4 Projections for output, employment and productivity to 2025<sup>49</sup>**

Projections for output, employment and productivity to 2025

	2014	2015	2016	2017	2018	2019	2020	2025
<b>Employment 000s</b>								
City of London	397	399	404	406	408	411	416	436
Central London	1868	1881	1898	1909	1921	1934	1948	2013
Greater London	5551	5584	5629	5663	5697	5737	5777	5955
UK	33331	33498	33699	33867	34036	34207	34412	35261
<b>Gross Value Added (£2011bn)</b>								
City of London	45	46	48	49	50	52	53	61
Central London	165	169	173	177	182	187	192	218
Greater London	334	342	349	357	366	376	387	438
UK	1514	1547	1575	1605	1640	1680	1723	1920
<b>Productivity (£2011 000s)</b>								
City of London	114	117	119	121	124	126	129	141
Central London	88	90	91	92	94	96	98	108
Greater London	57	58	59	60	61	62	63	74
UK	45	46	46	47	48	49	50	54

<sup>49</sup> The Future of the City of London's Economy, June 2015

# Appendix 4 IIA recommendations

Project	LUC Recommendation	City of London Response
Install EV Charging Points	To reduce the impact on the built environment and public realm it was recommended that additional text is added to the proposal which requires the design of charging points to be sensitive to the streetscape and public realm.	The project has been amended to include: Where possible the design of charging points is to be sensitive to the streetscape and public realm, although the priority for charge points is to be off-street.