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City of London Transport Strategy Delivery Plan Integrated Impact Assessment

Non Technical Summary

Prepared by LUC
March 2019

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Client: City of London Corporation

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Planning & EIA
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1 Introduction

- 1.1 This Non-Technical Summary relates to the Integrated Impact Assessment (IIA) report for the City of London Local Implementation Plan Delivery Plan. The City of London Transport Strategy and its Delivery Plan are being produced by the City Corporation and comprise the Local Implementation Plan, which sets out how the City Corporation intends to deliver the Mayor's Transport Strategy (MTS). The City of London Transport Strategy has been subject to separate IIA.
- 1.2 Integrated Impact Assessment brings together Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA), Equality Impact Assessment (EqIA) and Health Impact Assessment (HIA) into a single assessment process based on SA methodology. The City Corporation has commissioned independent consultants (LUC) to carry out the IIA of the Delivery Plan on its behalf. The IIA Scoping Report, IIA Report and this Non-Technical Summary incorporate all of the work undertaken by LUC.
- 1.3 This Non-Technical Summary relates to the full IIA for the Delivery Plan.

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

- 1.4 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 separate IIA.
- 1.5 The City of London 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 out how the City Corporation will support the delivery of the Mayor's Transport Strategy (MTS).
- 1.6 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 NTS relates just to the IIA of the draft LIP Delivery Plan.

2 Integrated Impact Assessment

- 2.1 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 based on the SA methodology.
- 2.2 SA is a statutory requirement of the Planning and Compulsory Purchase Act 2004. It is designed to ensure that 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.
- 2.3 SEA is also a statutory assessment process, required under 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).
- 2.4 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.
- 2.5 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.
- 2.6 HIA is not a statutory requirement but can support decision making by identifying possible impacts of a plan on the health of a community.
- 2.7 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. The following paragraphs describe the approach that has been taken to the IIA and provides information on the subsequent stages of the process.

Stage A: Scoping

- 2.8 The IIA process began in April 2018 with the production by LUC of a Scoping Report for the Transport Strategy and Delivery Plan.
- 2.9 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 Transport Strategy and Delivery Plan. The IIA Scoping Report presented 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 be found in **Chapter 3** and **Appendix 2** of the main IIA report.
 - 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** of the main IIA report) 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.

2.10 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** of the main IIA report.

2.11 **Table 2.1** 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, Equalities Impact Assessment and Health Impact Assessment).

Table 2.1 IIA framework

IIA Objectives	SEA Regulations Topic(s) covered	Appraisal question	SA	EqIA	HIA
<p>Economic growth</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>Built environment and public realm</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>Safe environment and crime reduction</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
Heritage assets 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		
Waste management 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
Environmental protection (pollution) 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
Climate change mitigation and resilience To mitigate climate change, assist in	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
maintaining 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
Open spaces 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
Biodiversity and urban greening 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		
		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		

IIA Objectives	SEA Regulations Topic(s) covered	Appraisal question	SA	EqIA	HIA
		Will the strategy / plan protect or improve residential amenity?	X		X
Social and cultural facilities 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		
Health 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
Education 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	
Equality and inclusion 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	
		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

- 2.12 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.
- 2.13 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.

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. Where any significant negative effects are identified, recommendations are made for preventing, reducing or offsetting these.

Stage D: Consultation on the Transport Strategy and Delivery Plan

- 2.15 The City of London invited comments on the draft Vision, Aims and Outcomes document for the Transport Strategy and Delivery Plan, and the accompanying IIA commentary in June / July 2018. No comments were received 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.

Stage E: Monitoring implementation of the 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** of the main IIA Report.

Methodology

- 2.18 The projects set out in the Delivery Plan have been appraised against the IIA objectives in the IIA framework 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 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 proposals under consideration.

Consultation

- 2.20 Public and stakeholder participation is an important element of the IIA and wider plan/making process. It helps to ensure that 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.
- 2.21 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 the full IIA report lists the comments that were received during the IIA scoping consultation and describes how each one was addressed.
- 2.22 The draft Vision, Aims and Outcomes document, and the accompanying IIA commentary were consulted on in 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

- 2.23 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.
- 2.24 There were very few difficulties encountered during the IIA of the Delivery Plan. However, due to the high level nature of many 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 context

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 and on the sustainability baseline and uses this information to inform the framework of objectives against which the Delivery Plan is assessed.

International policy

- 3.2 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 effects are identified and can be mitigated.
- 3.3 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** of the full IIA report for completeness.

National policy

- 3.4 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** of the full IIA report. 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 (2018) and associated Planning Practice Guidance¹.

Regional policy

- 3.5 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** of the full IIA report and include:
- The London Plan² and the new London Plan³.
 - The Mayor's Transport Strategy 2018⁴.
 - The Mayor of London River Action Plan 2013⁵.
 - A City for all Londoners 2016⁶.
 - Environment Strategy (2018)⁷.
 - Housing Strategy (2018)⁸.

¹ <http://planningguidance.planningportal.gov.uk/>

² The London Plan, The Spatial Development Strategy for London Consolidated with Alterations Since 2011, Mayor of London, March 2016

³ The London Plan, The Spatial Development Strategy for Greater London, Draft for Public Consultation, December 2017

⁴ The Mayor's Transport Strategy, March 2018

⁵ River Action Plan, Mayor of London and Transport for London, February 2013

⁶ A City for all Londoners, Mayor of London, October 2016

⁷ Mayor of London, London Environment Strategy, May 2018.

⁸ Mayor of London, London Housing Strategy, May 2018.

City of London policy

- 3.6 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** of the full IIA report.
- City of London Local Plan 2015⁹.
 - The Standard Highway and Servicing Requirements for Developments in the City of London¹⁰.
 - The City of London Air Quality Strategy 2015-2020¹¹.
 - The City of London Noise Strategy 2016–2026¹².
 - The City of London Road Danger Reduction and Active Travel Plan¹³.
 - The Thames Strategy Supplementary Planning Document¹⁴.
 - The City of London Public Realm Supplementary Planning Document¹⁵.
 - Freight and Servicing Supplementary Planning Document¹⁶.

Baseline information and key sustainability issues

Baseline information

- 3.7 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.
- 3.8 The baseline information for the City of London, which was originally presented in the Scoping Report is set out in **Appendix 3** of the full IIA report.

Key sustainability issues

- 3.9 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.
- 3.10 The key sustainability issues facing the City of London and their evolution without the Transport Strategy and Delivery Plan were identified during the scoping stage of the IIA and are presented in the Scoping Report. This information is reproduced in **Table 3.1**.

⁹ The City of London Local Plan, January 2015

¹⁰ Standard Highway and Servicing Requirements for Developments in the City of London, City of London, 2007

¹¹ City of London Air Quality Strategy 2015-2020, City of London, June 2015

¹² City of London Noise Strategy 2016 to 2026,

¹³ City of London Road Danger and Active Travel Plan 2018-2023

¹⁴ City of London Thames Strategy Supplementary Planning Document, June 2015

¹⁵ City Public Realm, People Places Projects Supplementary Planning Document, July 2016

¹⁶ City of London Freight and Servicing Supplementary Planning Document, February 2018

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

Sustainability issues of relevance to the Transport Strategy and LIP	Likely evolution without the Transport Strategy and LIP	IIA objective
Climatic Factors		
<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 implementation of the Transport Strategy and LIP 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 LIP 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 LIP.</p>	<p>Objective 6 – Environmental protection (pollution)</p> <p>Objective 7 – Climate change mitigation and resilience</p>
Biodiversity, Flora and Fauna		
<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 implementation of the Transport Strategy and LIP 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>
Cultural Heritage and Landscape		
<p>The City is the historic core from which London developed. Consequently it is</p>	<p>The implementation of the Transport Strategy and LIP may add further protection to these assets through its aims, such as the</p>	<p>Objective 2 – Built environment and public realm</p>

Sustainability issues of relevance to the Transport Strategy and LIP	Likely evolution without the Transport Strategy and LIP	IIA objective
<p>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>reduction in road traffic however, the impact is unknown. If the Transport Strategy 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 4 – Heritage assets</p>
Air quality		
<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 (NO₂) remain high. For this reason the City of London is a designated AQMA. Exposure to these pollutants is considered to be a 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>The implementation of the Transport Strategy 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 in traffic, the Local Plan sets out a number of policies to this effect and it is considered that the Transport Strategy and LIP 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 LIP, 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>	<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
Water and soils		
<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>Whilst not setting out specific aims in regards to water quality, the Transport Strategy and LIP 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 the Local Plan would provide adequate protection however, reducing water pollution from transport may not be so easily achieved without the Transport Strategy and LIP.</p>	<p>Objective 6 – Environmental protection (pollution)</p>
Population		
<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, supported by policies in the Local Plan. The Transport Strategy and LIP are expected to support and facilitate the rise in population.</p>	<p>Objective 1 – Economic growth Objective 2 – Built environment and public realm Objective 3 – Safe environment and crime reduction Objective 8 – Open spaces Objective 10 – Housing Objective 11 – Social and cultural facilities Objective 12 – Health Objective 13 – Education Objective 14 – Equality and inclusion</p>

Sustainability issues of relevance to the Transport Strategy and LIP	Likely evolution without the Transport Strategy and LIP	IIA objective
Health		
<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>The Transport Strategy and LIP 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 LIP, 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>	<p>Objective 3 – Safe environment and crime reduction Objective 12 – Health Objective 14 – Equality and inclusion</p>
Equality		
<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>Without the implementation of the Transport Strategy and LIP, the policies in the Local Plan will continue to address these issues. However, the Transport Strategy and LIP, particularly in regards to air quality and road traffic incidents, will make meeting targets much more achievable.</p>	<p>Objective 8 – Open spaces Objective 10 – Housing Objective 11 – Social and cultural facilities Objective 13 – Education Objective 14 – Equality and inclusion</p>
Material assets		
<p>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>	<p>Although the Local Plan includes policies aimed at promoting sustainable transport, the Transport Strategy and LIP will build upon and add further weight to this. Without the production of the Transport Strategy and LIP the Local Plan policies will still be in place, but could be harder to meet.</p>	<p>Objective 1 – Economic growth Objective 2 – Built environment and public realm Objective 8 – Open spaces</p>

Sustainability issues of relevance to the Transport Strategy and LIP	Likely evolution without the Transport Strategy and LIP	IIA objective
Waste		
<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>In the absence of the Transport Strategy and LIP, 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>	<p>Objective 5 – Waste management</p>
Economy		
<p>The City of London is a leading financial and business centre. Offices are the predominant land use and the largest industrial sector is business services and banking. Economic growth in the City is expected to continue and accelerate.</p>	<p>The Local Plan will support the economic development of the City with or without the implementation of the Transport Strategy. However, the Transport Strategy and LIP 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>	<p>Objective 1 – Economic growth</p>

4 IIA Findings for the Delivery Plan

- 4.1 This chapter presents the IIA findings for the projects set out by the City of London for inclusion in the Delivery Plan.

Effects of the Delivery Plan

- 4.2 A total of 19 projects have been set out in the Delivery Plan and are subject to IIA. A summary table is provided in **Table 4.1** below, which sets out the scores for each project against each IIA objective.

Cumulative effects

- 4.3 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.
- 4.4 The narrative summary following **Table 4.1** considers the overall impact of the Delivery Plan on each of the IIA objectives followed by the cumulative effect of the Delivery Plan and the Transport Strategy and the draft London Plan on each IIA objective.

Table 4.1 Summary of IIA scores

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

- 4.5 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

- 4.6 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.
- 4.7 The positive effects in the economy that will result from the Delivery Plan are likely to combine with the strategic options in 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

- 4.8 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

- 4.9 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.
- 4.10 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.

Safe environment and crime reduction

Effects of the Delivery Plan

- 4.11 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

- 4.12 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.
- 4.13 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.

Heritage assets

Effects of the Delivery Plan

- 4.14 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

- 4.15 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.
- 4.16 While the Delivery Plan is anticipated to have a negligible effect on heritage assets, the draft London Plan is expected to have positive effects. Therefore, cumulatively the Delivery Plan and the draft London Plan are likely to have positive effects.

Waste Management

Effects of the Delivery Plan

- 4.17 A mixture of mainly negligible and minor positive effects is 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

- 4.18 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.
- 4.19 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.

Environmental protection

Effects of the Delivery Plan

- 4.20 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

- 4.21 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.
- 4.22 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.

Climate change mitigation and resilience

Effects of the Delivery Plan

- 4.23 The Delivery Plan is likely to have a mixture of significant positive, minor positive and negligible effects on the climate change mitigation and resilience objective. Similarly to environmental protection, this 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

- 4.24 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.
- 4.25 Positive impacts in relation to the climate change mitigation and resilience objective from the Delivery Plan will be increased by emerging policies within the draft London Plan.

Open spaces

Effects of the Delivery Plan

- 4.26 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

- 4.27 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.

- 4.28 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.

Biodiversity and urban greening

Effects of the Delivery Plan

- 4.29 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

- 4.30 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.
- 4.31 The draft London Plan 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

- 4.32 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

- 4.33 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.
- 4.34 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.

Health

Effects of the Delivery Plan

- 4.35 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

- 4.36 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.
- 4.37 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 a number of strategic options and emerging policies in the draft new London Plan. However, a significant negative effect has been identified in relation to the policy in the draft London Plan 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, through 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

- 4.38 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

- 4.39 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.
- 4.40 While the Delivery Plan is anticipated to have a negligible effect on education, the draft London Plan is expected to have positive effects. Therefore cumulatively the Delivery Plan and the draft London Plan are likely to have positive effects.

Equality and inclusion

Effects of the Delivery Plan

- 4.41 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

- 4.42 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.
- 4.43 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 draft London Plan.

5 Conclusions and monitoring

Conclusions

- 5.1 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.
- 5.2 The IIA has identified the potential for significant effects (positive) for all of the projects contained within the Delivery Plan apart from; Legible London and principal road renewal. The scores are set out in **Table 4.1**. No significant negative effects have been identified as a result of the projects in the Delivery Plan and, as a result, no mitigation is required.
- 5.3 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 City of London Transport Strategy and the draft London Plan.
- 5.4 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.

Monitoring proposals

- 5.5 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.
- 5.6 Monitoring should be focussed on the significant sustainability 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.
- 5.7 **Table 5.1** sets out the suggested indicators for monitoring the potential significant effects of implementing the Delivery Plan.

Table 5.1 Proposed monitoring framework for the Delivery Plan

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

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