

4. Community life[CH]

Our surroundings and how we interact with them are an integral part of our wellbeing. The importance of community and societal factors as determinants of health has been recognised for thousands of years.

The World Health Organization, in its ground-breaking definition of health, states:

'Health is a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity'.⁵

Our health and wellbeing are influenced by both the physical environment (i.e. our housing, transport, access to green spaces and air and water quality) and the people and networks within our communities. Although harder to quantify than aspects of the built and natural environment, issues such as community cohesion, social isolation, trust and fear are also important determinants of wellbeing.

[C]Key findings

- More than nine in 10 residents, workers, executives and businesses are satisfied with the City as a place to live, work and run a business.
- Health-based targets for air quality are not being met. Air quality is a challenge in the City due to its central location and the vast transport network catering to the large daytime worker population. The City has been responding with initiatives to improve air quality and reduce the population's exposure to air pollution.
- Increases in cycling in the City have been accompanied by an increase in traffic casualties. The City is urgently reviewing options for reducing road danger.
- Housing is a key determinant of health. Housing and homelessness will continue to be a growing challenge in coming years. The City has begun responding by aiming to build a more resilient community, a priority linked with the local housing strategy.
- The City is mainly covered by office buildings and lacks green space. Many cultural assets are available to residents and City workers. Despite this, social isolation may be an issue.
- Overall crime rates in the City are falling; however, some categories of crime are increasing.
- The majority of City workers and residents are either homeowners or rent privately, with both groups containing fewer social housing tenants than the national average.
- The City has a very low rate of fuel poverty.
- The City provides a wide range of services to help rough sleepers leave the streets, and has received several awards for innovation in this area.

[C]Recommendations

- Air quality cannot just be addressed locally, as it is heavily impacted by activities in surrounding areas. It will be important to work together with neighbouring local authorities and other London boroughs to achieve improvements in air quality.
- As space in the City is limited, planning developments have a significant impact on the health of residents and workers in the City. Conducting health impact assessments on major projects will help to ensure that health impacts have been considered and incorporated.

[C]Questions for commissioners

- How do commissioners plan to work with other bodies to improve air quality?
- How can commissioners enable services to support the City's aspirations to build more resilient communities?

[A]Quality of local area

[B]Community cohesion and neighbourhood attachment

Results from a local survey published in May 2013¹ reported that satisfaction with the City as a place to live, work and run a business remains high, with over nine in ten residents, workers, executives and businesses satisfied with the local area in this respect. Residents are the group most likely to be 'very satisfied'. Satisfaction among businesses has increased by nine percentage points since 2009. The survey reported the perceptions of City workers, City residents, City businesses and senior City executives.

Workers and businesses were most likely to see the location of the City and the ease and convenience of getting there as its good points. Areas for improvement for both City workers and businesses were traffic congestion, parking, building work/roadworks and expense.

The City scores well on all the indicators of satisfaction and participation in civil society (Table 4.1). City residents see traffic congestion and pollution as needing improvement, followed by road and pavement repairs, affordable decent housing, parks and open spaces and shopping facilities.

Table 4.1. National indicators of strength of civic society and satisfaction with local area, 2008

| | The City | London |
|---|----------|--------|
| People who believe people from different backgrounds get on well together | 92% | 76% |
| People who feel that they belong to their neighbourhood | 59% | 52% |
| Civic participation in the local area | 26% | 17% |
| People who feel they can influence decisions | 42% | 35% |
| Overall satisfaction with local area | 92% | 75% |
| Participation in regular volunteering | 24% | 21% |
| Environment for a thriving third sector | 24% | 21% |

[B]Transport

The City of London is situated at the heart of London's extensive public transport system. Seven of the 11 London Underground lines and the Docklands Light Railway serve the City via 13 underground stations. There are seven mainline rail stations, four of which are major rail termini. Fifty-two bus routes serve the City's streets. There are also various commuter coach services and riverboat services that operate from piers at Blackfriars, London Bridge and Tower Hill.

The City of London has a public transportation accessibility level rating of 6b (the highest level), indicating excellent accessibility. However, because most of the numerous visitors, students,

¹ City of London Corporation polling, 2013

workers and residents travel to and from the City by public transport, these services can be overcrowded and congested.

Residents of the City make an average of 3.4 trips per day, of which the majority (56%) are on foot. Those who use public transport tend to use the Underground. Cycle use by residents is low (Table 4.2), although there has been a significant overall increase in cycling in the City in recent years due to the popularity of commuter cycling and the Mayor’s bike hire scheme. The City of London currently provides public cycle parking facilities for 6,761 bikes. In addition, there are an estimated 4,663 cycle parking spaces within buildings in the City. This total provision of 11,424 spaces is 31% of the estimated demand of 37,000 spaces. Under the bike hire scheme there are 36 bike docking stations in the City, accommodating approximately 900 bikes.

Pedestrian flows are high at certain times during the week. With an estimated 368,000 workers, 16,000 students and 8,870 residents walking in the City, pedestrian facilities can be inadequate at peak times. The City is therefore actively pursuing opportunities to provide enhanced facilities for pedestrians, such as wider footways and pedestrian areas, through a programme of area enhancement strategies.

The increase in cycling in the City has unfortunately been accompanied by an increase in traffic casualties. In 2011, 49 people were seriously injured on the City’s roads and a further 360 were slightly injured. This is an increase from 2010, when 41 people were killed or seriously injured and 339 were slightly injured. In 2011 vulnerable road users accounted for the vast majority of the 49 people seriously injured (pedal cyclists 47%, pedestrians 24%, motorcyclists 27%, vehicle occupants 2%).

The Public Health Outcomes Framework identifies the City of London as having a very high rate of deaths and serious injuries on the roads. However, this statistic is based on the total number of incidents that occur in the City (involving both workers and residents) divided by the City’s resident population. This shows an error in the calculation methodology, as it uses different populations to calculate the rate.

The City has started an urgent review of options for improving safety for all road users, particularly cyclists and pedestrians, whose numbers are expected to continue to grow. The first stage was the adoption of the City’s Road Danger Reduction Plan at the beginning of 2013. This sets out an action plan containing a series of measures such as street safety audits and more focused education, training and enforcement which, taken together, are intended to reduce casualties. A 20 mile per hour speed limit for the whole of the City of London was approved in September 2013 and is to undergo public consultation in early 2014.

The second strand of the Road Danger Reduction Plan is to work with the Mayor of London to help realise his ‘Vision for Cycling in London’. The Mayor is making £913m available for cycle improvements (£400m over the next three years) and intends to implement a central London grid of cycle routes. The grid will comprise superhighways with a high level of segregation between cyclists and other traffic on strategic routes such as Upper and Lower Thames Street, and ‘Quietways’ on side streets with lower traffic levels.

For more information on road casualties, see Appendix 6, ‘Road casualties’.

Table 4.2. Residents’ trips by mode of transport, 2007/08 to 2009/10 (Transport for London (TfL))

| | Trips per person | Walk | Cycle | Bus | Under-ground | Rail | Car/motor-cycle | Taxi/other |
|--|-------------------------|-------------|--------------|------------|---------------------|-------------|------------------------|-------------------|
|--|-------------------------|-------------|--------------|------------|---------------------|-------------|------------------------|-------------------|

| | per day | | | | | | | |
|-----------------------|---------|-----|----|-----|-----|----|-----|----|
| Hackney | 2.0 | 37% | 5% | 30% | 6% | 3% | 17% | 1% |
| City of London | 3.4 | 56% | 0% | 5% | 17% | 5% | 16% | 1% |
| Tower Hamlets | 2.3 | 42% | 2% | 17% | 14% | 2% | 21% | 2% |
| Newham | 2.4 | 39% | 1% | 15% | 12% | 2% | 30% | 1% |
| London | 2.5 | 31% | 2% | 15% | 7% | 4% | 39% | 1% |

[B]Road casualties

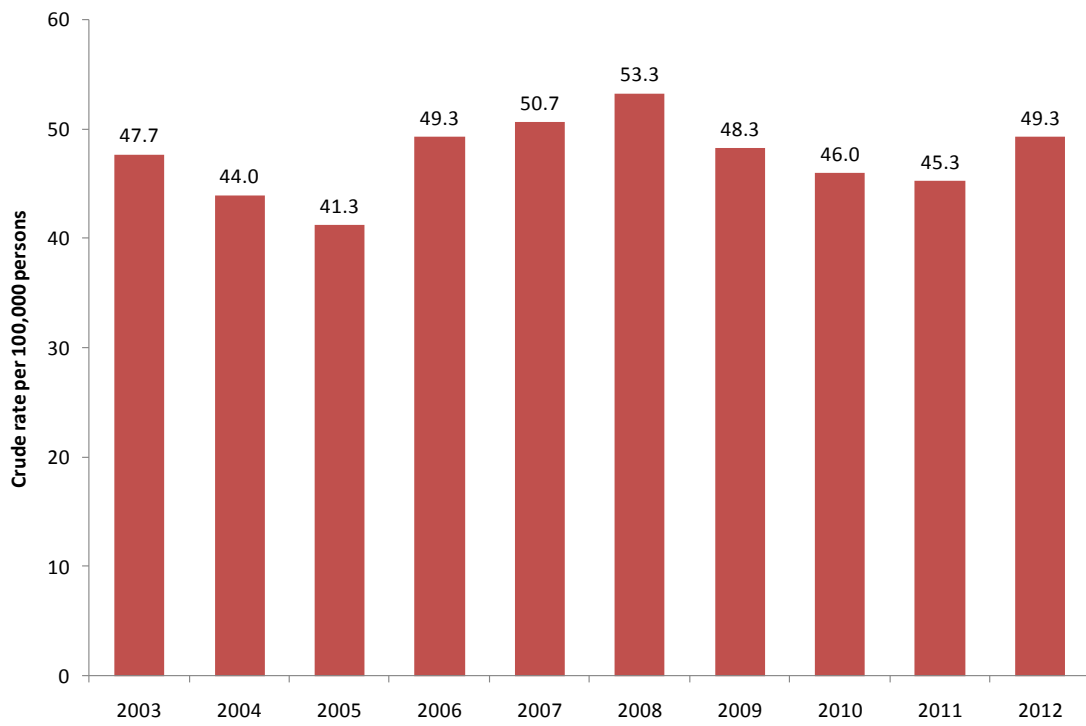
In the City, 58 people were killed or seriously injured on the roads in 2012, an increase of 18% on the previous year. With smaller numbers in the City, there is even more year-on-year variability in this data. However, since 2003 the long-term trend on a three-year rolling average shows a generally consistent number of casualties (Figure 4.1).

The unusual resident population in the City makes it inappropriate to present the road casualty figures in direct comparison with those for neighbouring boroughs.

Table 4.3. Road casualties by road user type, 2012 (Department for Transport (DfT))

| | City of London (N=58) | London (N=3,022) | England (N=21,630) |
|-------------------------|--------------------------|---------------------|-----------------------|
| Pedestrian | 33% | 44% | 31% |
| Pedal cycle | 45% | 23% | 16% |
| Motorcycle | 16% | 21% | 22% |
| Car | 3% | 16% | 35% |
| Bus or coach | 3% | 3% | 1% |
| Van/light goods vehicle | 0% | 1% | 1% |
| HGV | 0% | 0% | 1% |

Figure 4.1. Three-year rolling average of people killed or seriously injured in the City, 2003-12 (DfT)



[B]Green spaces

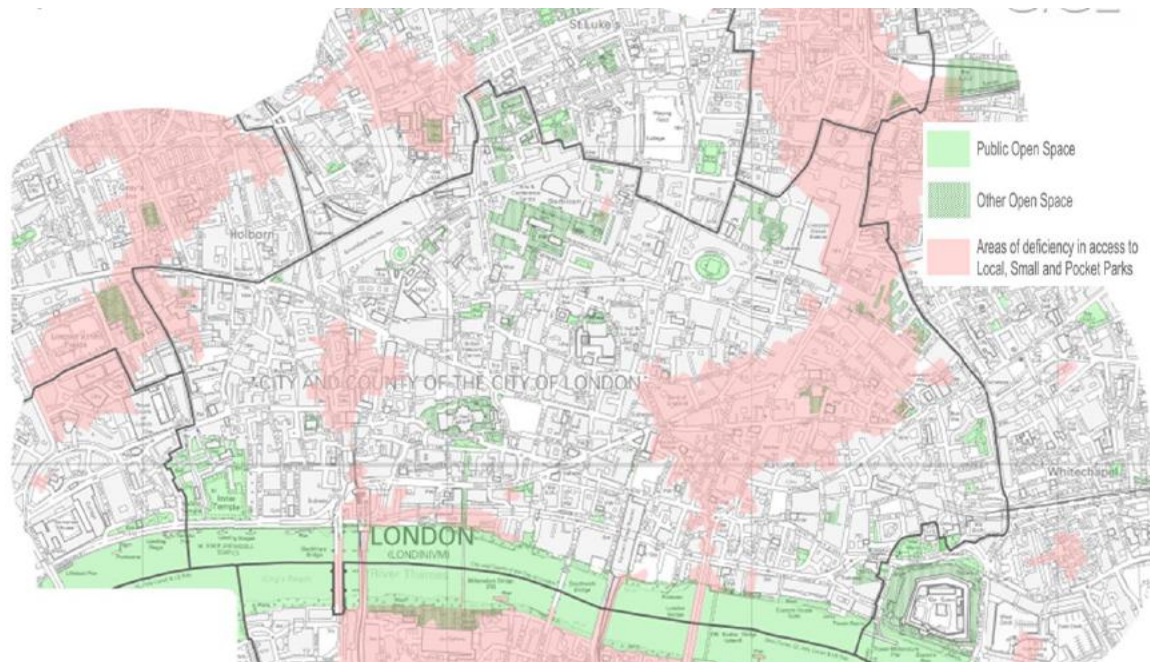
Open spaces in the City of London are an important resource for residents, workers and visitors. A survey of the large daytime population in 2012 found that 86% use the City's public gardens regularly, with 36% visiting at least once per week. Almost all users (79.4%) rate these spaces as good or very good.²

As at 31 March 2012, the City of London was found to have 32.09 hectares (320,900m²) of open space (this does not include land closed due to construction work).³ In the City, 71% of all space that is openly accessible to the public is deemed appropriate for disabled access.

The City's Open Space Strategy aims to encourage healthy lifestyles for all the City's communities through improved access to open spaces, while encouraging biodiversity.⁴ Given the constraints on land in the City, the City of London Corporation focuses on improving the quality of the limited open space available and, where possible, seeks to identify opportunities to increase provision of green space. One such way is by seeking to maintain a ratio of at least 0.06 hectares of high-quality, publicly accessible open space per 1,000 weekday daytime population. Figure 4.2 shows the green spaces in the City of London, where the pink areas are defined as areas of deficiency in access to local, small and pocket parks.⁵

In the City, there are 5.2 hectares (51,800m²) of parks and gardens, of which 88% are open to the public. This space, separate from classified civic and market squares, provides accessible high-quality opportunities for informal recreation and community events.

Figure 4.2. Green spaces in the City



Source: *Better Environment, Better Health: a GLA guide for London's Boroughs*

² City Gardens Visitor Survey, 2012

³ *Open Spaces Audit Report* (2013)

⁴ *ibid*

⁵ *Better Environment, Better Health: a GLA guide to London Boroughs*

Eleven of the open spaces within the Square Mile are Sites of Metropolitan, Borough or Local Importance for Nature Conservation, due to their importance to wildlife. The Open Spaces Department works with residents, local schools and volunteers to maintain these important sustainable assets, as well as delivering a range of opportunities for education and healthy lifestyles.

In 2012, the City's gardens won gold and were named category winner in the London in Bloom competition. They also won gold awards in a number of individual disciplines. Bunhill Fields won both a Green Flag Award and a Green Heritage Award, and received Grade One status on the National Register of Parks and Gardens.

The Aldgate project

The Aldgate gyratory lies on the eastern edge of the Square Mile. Having adopted the Aldgate and Tower Area Strategy in 2012, the City proposes to introduce two-way traffic on Aldgate High Street, Minories, St Botolph Street and a section of Middlesex Street. These changes will enable a new public space to be provided between Sir John Cass's Foundation Primary School and St Botolph without Aldgate Church. A smaller public space is also planned for the southern end of Middlesex Street.

The project aims to make Aldgate feel safe, inviting and vibrant by:

- *enhancing safety for road users*
- *improving cycling routes*
- *improving pedestrian routes and connections*
- *introducing more greenery*
- *creating a flexible public space for events, leisure and play*
- *improving lighting*

The City is working with the London Borough of Tower Hamlets and TfL in developing these proposals. The Mayor of London's [Cycling Vision](#) and TfL's [Better Junctions](#) programme have contributed to the proposals to provide cyclists with a less intimidating and higher-quality experience as they move through the area.

The health and wellbeing benefits of this new space include reductions in noise and air pollution, as well as increased pedestrian and cycling space.

[B]Noise pollution

Excessive noise seriously harms human health and interferes with people's daily activities at school, work, home and during leisure time. It can disturb sleep, cause cardiovascular and psychophysiological changes, reduce performance and provoke annoyance and alterations in social behaviour.⁶

⁶ WHO (2011) *Burden of disease from environmental noise: Quantification of healthy life years lost in Europe*

The City of London received 1,075 complaints about noise in 2013/14 from both residents and businesses. These concerned a range of sources, but were predominantly related to construction sites, street works and entertainment venues.

The City's Noise Strategy was adopted in 2012 and an action plan is currently being implemented. This brings together the different strands required to maintain or improve the City's noise environment. It addresses the following: new developments, transport and street works, dealing with complaints, and tranquil areas. It is hoped that the plan will contribute to the health and wellbeing of the City's communities and support businesses by minimising or reducing noise and noise impacts.

The Public Health Outcomes Framework reports that a very high percentage of the City's population is affected by noise. However, this statistic is based on total noise complaints (including those from both residents and businesses) divided by the resident population, and so uses two different populations to calculate the figure.

[B]Leisure facilities

Golden Lane Sport & Fitness (formerly known as Golden Lane Leisure Centre) has been open since January 2012. The centre offers programmes and memberships aimed at engaging the wider community, including City workers, residents and children. There are currently over 1,100 prepaid members who regularly use the centre, and approximately 2,000 casual pay-and-play visits per month. This is in addition to school and after-school swimming lessons; various clubs and courses ranging from taekwondo and gymnastics to netball and tennis; and the sports activity programmes being continually developed by the Sports Development Team.

The high land values and density of existing buildings in the City mean that space for developing new sports facilities is limited, and often comes at a significant premium. Therefore the Sports Development Team makes use of the City's landscape, which provides an environment conducive to active travel, walking, jogging, cycling, running and participating in activities such as Street Gym (where the landscape is the equipment). A number of sports programmes and activities have been held in unconventional City spaces, such as the dance floors in bars and on the streets. These aim to engage with City workers and residents who cannot afford to access the large number of private gyms in the area.

Table 4.4 shows the accessibility of facilities for sport and physical activity in the City of London. It shows which facilities are accessible by private members, which are bookable by the public and which offer full public access.

Table 4.4. Facilities in the City by accessibility

| Facility type | Private | Bookable | Public | Total |
|-------------------------|-----------|----------|-----------|------------|
| Artificial/turf pitches | 1 | – | – | 1 |
| Gyms/fitness centres | 29 | 1 | 1 | 31 |
| Parks and open spaces | – | – | 39 | 39 |
| Playgrounds | – | – | 6 | 6 |
| Squash courts | 5 | – | – | 5 |
| Sports halls | 3 | 1 | 2 | 6 |
| Swimming pools | 13 | – | 1 | 14 |
| Tennis courts | – | 1 | 2 | 3 |
| Total | 51 | 3 | 51 | 105 |

[C]Targeted services

A range of targeted programmes has been designed specifically for those who are most inactive and/or people with specific health conditions that could be improved through physical exercise. These include activities and health advice to help workers, residents and families adopt a healthier lifestyle. In January 2013 the City of London piloted an 'exercise on referral' scheme. Following its success, the programme was launched in March 2013.

Young at Heart

Young at Heart is a City-led programme offering opportunities to people over the age of 50 to improve their physical and mental health, fitness and wellbeing through physical activities, health seminars, wellness events and free quarterly health checks and advice. Now in its eighth year, the scheme has engaged over 700 individuals in activities including gentle exercise, line dancing, short mat bowls, swimming, gym workouts, chair-based exercise, Pilates, ballroom dancing, table tennis and guided walks. The programme also has social aspects and runs events such as back correction workshops and nutrition talks.

City of Sport

City of Sport is a project launched in 2011 aimed at lower-paid and inactive City workers. The calendar of events includes training sessions with fully qualified coaches in fencing, Pilates, Zumba, badminton, table tennis, swimming and tennis. It offers 14 hours of quality coaching per week to increase participation in sport on a pay-as-you-go basis, in order to break down access barriers. The programme was awarded the Inspire Mark by the London Organising Committee of the Olympic Games.

[B]Cultural facilities

Libraries, museums, theatres and art galleries deliver many benefits for local communities, promoting education and learning, creativity and personal development, and greater identification and belonging for residents and workers within their locality. They also offer an opportunity to communicate with users about health and wellbeing through embedded programmes and marketing and media opportunities.

Research into personalised budgets in adult social care has highlighted the likely increase in demand for cultural and leisure services from people receiving these budgets. Such mainstream services are likely to play an important role in helping people socialise, meet others, go out and engage in specific activities like art and music.⁷

[C]Libraries

The City of London has five major libraries: Barbican Library, Guildhall Library, Shoe Lane Library, City Business Library and the new Artizan Street Library and Community Centre (replacing the former Camomile Street Library). Some of these libraries are designated as being of regional or national importance. For example, City Business Library provides its users with access to a wide range of

⁷ Wood, C (2010) *Personal Best*. London: DEMOS

financial and business data, and runs a full programme of events to support business start-ups and sole traders. Guildhall Library specialises in the history of London and the City, and holds significant collections, including those of many livery companies, the Stock Exchange and Lloyd's of London. And Barbican Library houses a specialist music library which is a centre of regional importance and holds an international award for excellence.

The libraries in the City also provide local communities with a wide variety of services and learning resources. These include community language collections, help and advice sessions, English for Speakers of Other Languages and self-help classes, a toy library and an extensive programme of work with local schools, nurseries and children. There are Rhymetime and Stay and Play sessions for under-fives with their carers at all lending libraries, and a Read to Succeed reading scheme, which partners children with trained volunteer reading mentors, at Barbican and Artizan Street Libraries. An evaluation of services offered to families in the City in 2011 found that libraries are the most used and the most valued.⁸ The great majority of City residents (85%) use the City's public libraries and are members of at least one City library (75%). In total, 33% of City workers and 11% of people living and working outside the City are members of a City library. The Barbican and Barbican Children's Libraries attract 35% and 20% of visitors from all categories respectively.

All libraries take health and wellbeing information provision very seriously and offer a wide variety of self-help books for loan. Additionally, libraries are a good source of public health leaflets and information and offer customers the opportunity to participate in regular health-related events and activities.

[C]Museums and theatres

Museums in the City include the Museum of London, the Clockmakers' Museum, the Bank of England Museum and Dr Johnson's House. Galleries include Guildhall Art Gallery and the two art galleries at the Barbican Centre. The Barbican also houses a concert hall, two theatres and three cinemas, and presents a variety of world-class performing and visual arts.

Every year the City of London spends over £80m on its culture and leisure services, including everything from libraries, open spaces and the street scene to arts institutions, festivals, museums, galleries, music ensembles and the Guildhall School, one of the UK's leading conservatoires. In addition to the many other attractions surrounding the Square Mile, City arts festivals and institutions regularly attract over 10 million visitors per year.⁹

Satisfaction is very high for libraries (93%), museums/galleries (87%) and theatres/concert halls (85%) in the City.¹⁰ In 2011, 94% of service users agreed that the City's libraries and archives and Guildhall Art Gallery offered appropriate and accessible learning opportunities for citizens and community groups, while 99% of parents, carers and teachers agreed that the services and activities offered by the City's libraries and archives and Guildhall Art Gallery contributed to the enjoyment and achievement of children and young people through increased participation in a broad range of high-quality activities.

⁸ City Family Festival Life Survey, 2011

⁹ City of London Cultural Strategy 2010-14

¹⁰ Public Library Users Survey, 2010

[B]Air quality

Air pollution in urban environments, even at the relatively low levels seen in London, is recognised as a threat to human health, warranting further action to improve air quality over coming years.

At the levels found across London and the City, air pollution is a significant cause of disease and death – heart disease and lung cancer in particular, but also respiratory disease and asthma. Department of Health figures suggest that it may even be the fifth highest cause of death in London, ahead of communicable disease, passive smoking, alcohol abuse, road accidents and suicide.¹¹ As pollution particles pass into the blood and travel throughout our bodies they inflame many organs, and there are now associations with Alzheimer’s disease, Parkinson’s disease, Type 2 diabetes, cognitive impairment and learning problems in children.¹² Air pollution disproportionately affects the elderly, poor, obese, children and those with heart and respiratory disease, but it has effects on everyone exposed to it.

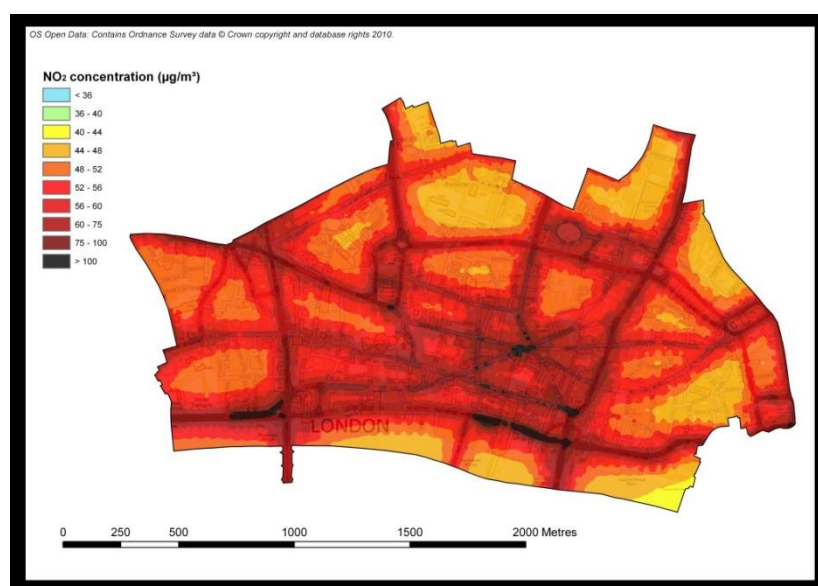
The Public Health Outcomes Framework identifies the City as having the highest fraction of mortality attributable to particulate air pollution. This is based on modelled estimates using the air quality readings in the local area.

[C]Source and levels of air pollution in the City

Air pollution is made up of gases and very tiny particles that are not visible to the naked eye. The main source of air pollution in the City of London is diesel vehicles.

Air quality is monitored in the City and this data is compared with health-based targets. The targets for small particles (PM10) and nitrogen dioxide are not being met. Levels of tiny particles (PM2.5) also need to be reduced. At busy roadsides in the City, the annual average level of nitrogen dioxide is around three times the target. Figure 4.3 shows the annual average levels of nitrogen dioxide across the City.

Figure 4.3. Annual average concentrations of nitrogen dioxide across the City



¹¹ Kilbane-Dawe, I and Clement, L (2014) *Report to the City of London Health & Wellbeing Board on Air Pollution*. London: Par Hill Research Ltd

¹² City of London Air Quality Strategy 2011

[C]Improving air quality

The City published an Air Quality Strategy in 2011, which outlines plans and programmes to improve air quality in the Square Mile. The City is implementing a number of actions to reduce emissions of pollutants. Key areas are:

- reducing emissions of pollutants from the City's own vehicles and buildings
- taking action to reduce pollution from idling vehicle engines by requiring drivers of parked vehicles to turn their engines off
- gaining the support of City businesses to reduce pollution through the CityAir programme
- using planning policy to help improve local air quality
- controlling emissions of pollutants from construction and demolition sites
- considering air quality in traffic management decisions
- working with the Mayor of London, other London boroughs and the government to improve air quality across London
- encouraging and rewarding action by other organisations through the annual Sustainable City Award, the Clean City Award and the Considerate Contractors Environment Award
- reducing emissions associated with taxis by improving taxi ranks and encouraging taxi drivers and the public to use them

The City also monitors air quality to assess levels of pollution and measure the effectiveness of plans and policies to improve air quality.

[C]Reducing exposure to air pollution

Despite the many programmes in place to improve air quality, pollution levels in the City can be high in certain weather conditions. The City of London Corporation provides information in a number of ways to help people who spend time in the City to reduce their exposure. Additional initiatives include:

- working with Barts Health NHS Trust to provide information directly to patients who are vulnerable to poor air quality, as well as improving air quality around Barts Hospital sites across London
- working with Sir John Cass's Foundation Primary School to help the children understand urban air quality and improve air quality around the school
- producing and promoting a smartphone app, CityAir, to help people reduce their exposure to pollution across London
- monitoring air quality with City residential communities to increase their understanding of how pollution varies in urban areas, and what can be done to reduce exposure

[B]Climate change

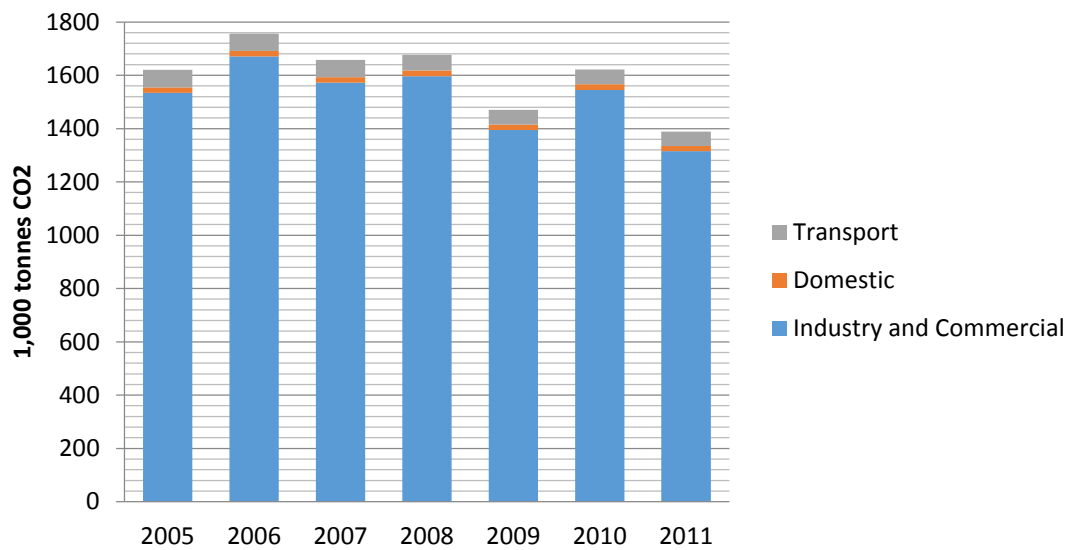
[C]Climate change in the City

In the City, carbon emissions overwhelmingly come from commercial buildings (Figure 4.4). The overall level of carbon emissions fell by 13.7% between 2010 and 2011, from 1,621,700 tonnes of CO₂ to 1,388,800 tonnes of CO₂.¹³

¹³ Department of Energy and Climate Change (2011) Local and regional CO₂ emissions estimates for 2005-2011 (plus subset data for CO₂)

Per capita CO₂ emissions are not relevant in the City due to the small resident population.

Figure 4.4. Sources of carbon dioxide emissions in the City, 2005-11



[B]Crime and safety

Crime affects the health of individual victims and the communities in which they live and has an impact on local health services. Perceptions of the incidence of crime and feelings about personal safety can have widespread effects on the way we live. Fear of crime can be a debilitating experience for many people.

In 2008, almost all City residents said that they felt safe when outside in the local area during the day, and more than four out of five felt safe after dark. Residents viewed drunkenness and rowdiness in public places as the biggest local anti-social behaviour issues, followed by noisy neighbours, teenagers hanging around on the streets, and rubbish and litter.¹⁴

Policy on crime and community safety in the City is overseen by the Safer City Partnership. The 2013/14 priorities for this partnership are:

- anti-social behaviour
- domestic abuse
- reducing reoffending
- night-time economy issues
- fraud and economic crime
- counter-terrorism
- civil disorder

The most common reported crime in the City is theft, which includes shoplifting, pedal cycle theft and theft from a person.

From 2011/12 to 2012/13 overall crime in the City fell by 9.5% (586 offences). Despite this overall decrease, there were still increases in some crime categories (violence against the person with

¹⁴ Ipsos Mori/City of London Corporation (2009) *Assessing the City of London's Performance: Results of the Place Survey 2008/09 for the City of London Corporation and partners*

injury, rape, personal robbery, non-dwelling burglary and public disorder). However, even in these categories crime levels remain comparatively low.

The City's night-time economy has grown over recent years, with a large number of people now visiting the City in the evening specifically to socialise. There have been significant changes around the opening hours and licensing of venues, particularly with regard to alcohol licensing and smoking legislation. While the night-time economy can be a source of income and employment in the City, it also has negative effects in the form of violence, noise and other anti-social behaviour.

In 2012/13 there were 140 domestic abuse incidents reported in the City. Of these, 118 were reported to the City of London Police and 22 were reported to other agencies (City of London Corporation or City Advice).

[A]Deprivation

In 2010, the City of London was ranked 262 out of 326 English boroughs, with 326 being the least deprived.¹⁵ However, there is considerable variation between wards. Clear socio-economic differences remain between the Mansell Street and Middlesex Street Estates in Portsoken and the wealthier Barbican Estate in the north-west of the City.

[A]Housing

Housing tenure has been consistently found to be associated with morbidity and mortality, with health outcomes worse among those who live in social housing. Tenure is often a reflection of socio-economic factors and advantage, which are also determinants of good health and wellbeing. However, factors such as the physical quality of housing and its local environment (such as damp, overcrowding, crime and poor amenities) may also determine poor health outcomes independent of factors such as income.

The City, like much of central London, has a housing stock polarised between very high cost owner-occupied or private rented housing and social rented housing. Despite its small residential population, the City faces key challenges, including overcrowding, housing affordability and homelessness, particularly rough sleeping.

The City's Housing Strategy 2014–19 includes a priority to support vulnerable groups within their local area, with the aim of building more resilient communities. Prevention, promoting independence and earlier intervention are central to this approach, which focuses on the following:

- preventing homelessness
- tackling rough sleeping
- supporting people with disabilities
- supporting older people
- intervening early to reduce inequalities and tackle deprivation

[B]Housing stock and households

As it is primarily a business district, the City has an unusual housing and household profile. The City of London Core Strategy (September 2011), which sets out the City's vision for planning, divides

¹⁵ City of London Department of Planning and Transportation (2010) *City of London Resident Population Deprivation Index 2010*

the major planning areas into five Key City Places (Figure 4.5). Study Areas indicate the spatial concentration of housing units. The majority of the City's units – 3,718 units, or 61.3% of the total – are located in the north of the City. This is due to the presence of large concentrations of dwellings, particularly at the Barbican Estate (2,069 units), Smithfield (736 units) and Golden Lane (651 units). The Key City Places of Aldgate, Thames and Riverside and the Rest of the City are areas of mixed land use, while Cheapside, St Paul's and the Eastern Cluster are Key City Places focused on business activity and have the lowest number of units. A total of 50% of dwellings in the City have two or fewer 'habitable rooms', with 20% having only one habitable room.¹⁶

[C]Housing tenure

There were 6,064 dwellings in the City of London as of 31 March 2011. The most common type of housing tenure in the City is private rented accommodation, which makes up 36% of all households. This is greater than the figure for both Greater London and England and Wales.

Housing tenure with a mortgage in the City (17%) is significantly less common than in Greater London (27%) and England and Wales (33%). There are a relatively high percentage of households in the City that are 'rent free' – 5%, compared with 1% in both Greater London and England and Wales. This could be explained by residents living in company-owned flats. Figure 4.7 compares housing tenure in the City with Greater London and England and Wales.

There are three social housing estates, two of which are owned or managed by the City of London Corporation. Most of the rest of the City's residential accommodation is either owner occupied or privately rented. Overall, 83% of dwellings are owner occupied or privately rented, and 16% are social rented.

In the City, more than 50% of households comprise one person, which is significantly higher than the profile for Greater London and England and Wales, where the figure is approximately 30%. Within the City, 12% of single-person households are of pensionable age, according to the Census 2011.¹⁷

The City of London has a very high percentage of households with no children (80%). The number of households with dependent children is very low: just 10% of all households.¹⁸

Figure 4.5. Dwellings in the City of London, March 2012

¹⁶ City of London Corporation (2011) *Housing info*, 31 March 2011. The term 'habitable room' refers to any room within a housing unit, apart from a bathroom, kitchen or hallway

¹⁷ For these purposes, 'pensionable age' refers to anyone aged 65 or over, although pensionable age can be anything from 61 to 68 years of age

¹⁸ Census 2011: City of London, Residential Population, Households

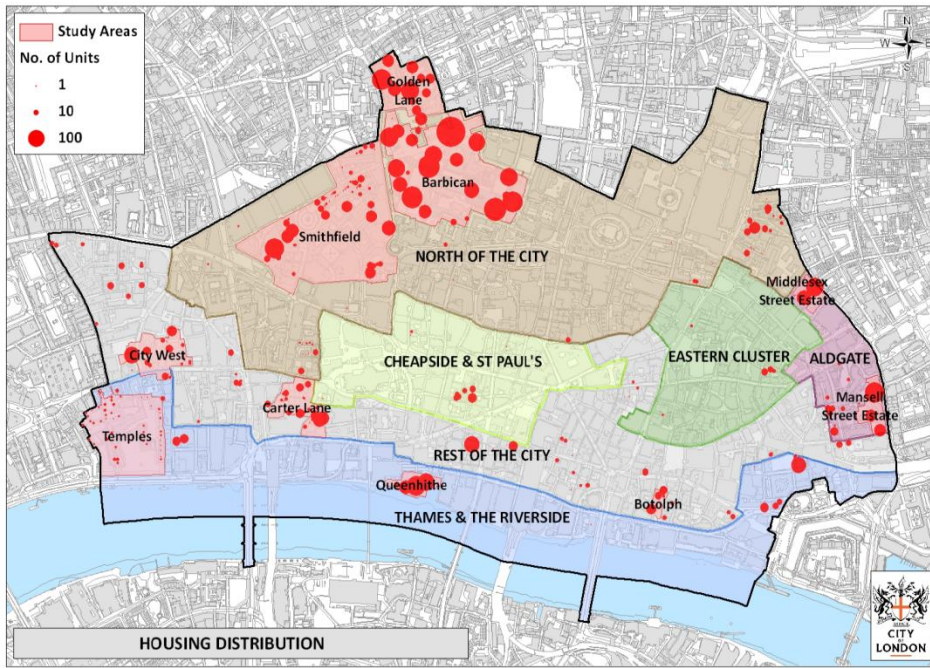
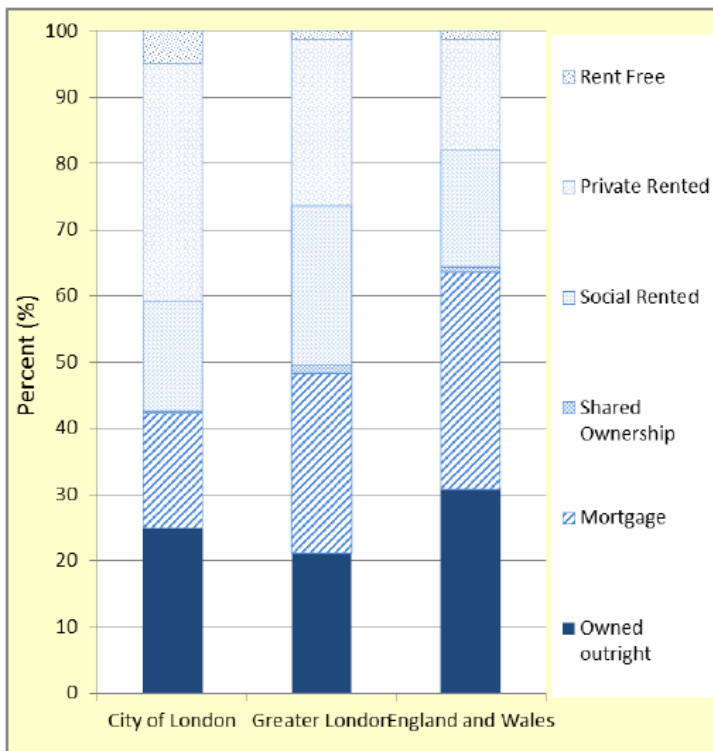


Figure 4.6. Household tenure (Census 2011)



[D]City workers

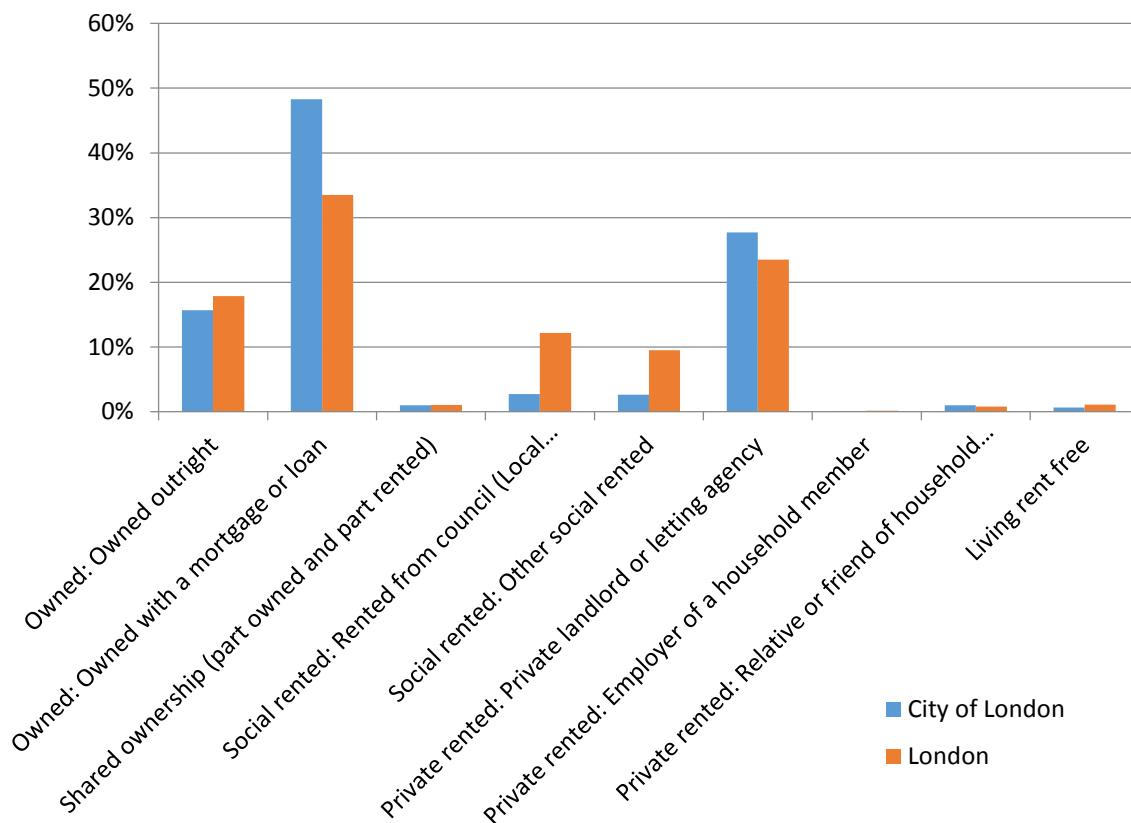
The new Census data has provided an opportunity to examine the housing tenure of daytime City workers. In total, 48% of City workers own property with a ‘mortgage or loan’, which is notably

higher than the London average of 33%. Another 28% live in privately rented property, which is slightly higher than the London average. A very small proportion of City workers live in social rented homes (3% rented from the council and another 3% rented from other social housing bodies).

The pattern of housing tenure overall can be seen as consistent with the average income profile of City workers: that is, the City of London has the highest median weekly wage of all local authorities in the UK.¹⁹ Therefore the low percentage of workers in social housing is to be expected. Although private renting can offer some of the poorest housing quality and worst overcrowding, in the City the proportion of renters affected by this may be diminished, since those with above average earnings can afford better standards of rented accommodation.²⁰ Despite this, there are some City workers who are not in the higher income bracket – for example, those working in retail – and they are also likely to fall into the ‘private rented’ category.

The relatively large proportion of private renters may reflect the transient nature of the City’s population. This may affect health by increasing the chance of gaps occurring in health records when people move GPs. Finally, the large proportion of home owners with a ‘mortgage or loan’ is also predictable in this population, who tend to earn higher than average incomes early in their career.

Figure 4.7. Housing tenure of City workers



¹⁹ ONS (2012) *Annual Survey of Hours and Earnings, 2012 Provisional Results*

²⁰ Scottish Government (2010) *A select review of literature on the relationship between housing and health*

[B]Housing standards

Poor housing conditions can affect health in a variety of ways. They are associated with increased incidence of infections, respiratory disease, asthma, heart disease and hypothermia. Poor housing conditions can also increase depression, stress and anxiety. The World Health Organization identified the main hazards associated with poor housing conditions as poor air quality, tobacco smoke, poor temperature, slips, trips and falls, noise, house dust mites, radon and fires.

Since 2000 there has been a clear government focus on improving the quality of the existing social housing stock. This focus recognises that well-maintained homes that meet a minimum standard of decency are fundamental to the health and wellbeing of individuals and the community. The standard set – the Decent Homes Standard – requires social homes to be in a reasonable state of repair, to have reasonably modern facilities and services, and to provide a reasonable degree of thermal comfort.

The City met its Decent Homes target by 2010, with the exception of Great Arthur House, a listed tower block on Golden Lane Estate where progress has been slowed by the building's listed status. The City has agreed with the Greater London Authority that work on Great Arthur House will be completed by 2015, and more broadly continues to improve the condition of its housing assets through programmed works to meet and maintain decent standards.

[B]Fuel poverty

The level of fuel poverty in the City is relatively low and has been relatively stable since 2006, despite rising energy costs. It is estimated that 163 households (3.4%) in the City need to spend more than 10% of their household income to heat their home to a comfortable standard.

In 2013, the definition of fuel poverty was changed. According to the government's new definition, a household is said to be in fuel poverty if:

- they have required fuel costs that are above average (the national median level) and
- were they to spend that amount, they would be left with a residual income below the official poverty line

According to this new definition, 120 households in the City (2.5%) are in fuel poverty.

Both methodologies identify LSOA 001A (Aldersgate) as being the area with the highest rate of fuel poverty. However, all areas in the City are below the national average of 11% fuel poverty.

[B]Overcrowding

Around one in three of all households in the City lives in accommodation lacking one or more rooms. In terms of demand for social housing, 326 of the households (218 applicants and 108 existing tenants) on the City's housing register are overcrowded. Overcrowding has implications for health and child development and impacts disproportionately on certain sectors of the population, such as black and minority ethnic households. Overcrowding can also contribute to family breakdown, noise nuisance and perceptions of anti-social behaviour, especially where people live in close proximity with neighbours.

[A]Homelessness

In 2012/13, the City took 37 applications from households who were homeless or at risk of homelessness. This level of applications has increased markedly in the last two years, and is set to continue at this level in 2013/14. Of those who applied for assistance in 2012/13, 20 were both homeless and in priority need and the City accepted a duty to secure settled accommodation for them.

The City also provided temporary accommodation to 25 households who were either homeless applicants awaiting a decision on their case, or people whom the City had a duty to house who were awaiting an offer of settled accommodation. The City is rarely able to provide temporary accommodation within its boundaries but, for the majority, temporary accommodation stays are less than six months in duration.

Advice services commissioned by the City provided assistance to 19 people at risk of homelessness in 2012/13. In addition, the City Housing Needs and Homelessness Teams provided advice and assistance to prevent or end the homelessness of a further 51 households.

[A]Rough sleeping

The City funds Broadway (a London-based homelessness charity) to provide outreach to rough sleepers in the area and arrange accommodation through links with hostels. It also refers rough sleepers to No Second Night Out and No-one Living on the Streets, which are rapid assessment and response services for rough sleepers who are new to the streets and intermediate-term rough sleepers who wish to stop living on the streets. The City also supports the Middle Street Hostel financially, and funds a part-time support post there.

The City has developed innovative accommodation and service models to help its most entrenched rough sleepers leave the streets. Working with St Mungo's, it has developed a new model of hostel accommodation for long-term rough sleepers, whose needs are distinct from those of more transient or chaotic rough sleepers. The accommodation, known as The Lodge, breaks away from the traditional model and approach of a hostel to offer hotel-style accommodation. In doing so, The Lodge has succeeded in engaging, accommodating and supporting a client group that would not otherwise have been helped.

Some long-term rough sleepers remain resistant to support from services. In 2010 the City of London's Outreach Team piloted a new way of working with this group, focusing on personalisation. The project moved away from the standard model of outreach to provide longer-term, more intensive engagement, and the offer of a personal budget to enable flexible and creative approaches. The project was developed and is delivered by Broadway. To date it has succeeded in engaging 27 City rough sleepers and accommodating 26. It was rolled out across London in 2011, and the City of London, in partnership with Broadway, received the Andy Ludlow Award for this work.

The City of London has recently introduced new 'pop-up hubs' in association with Broadway and local churches, which take the form of a five-night intensive support facility staffed by a multidisciplinary team. These hubs provide an opportunity for those sleeping rough to engage with a number of key services, all in the same venue, to help them find the support they need to leave the streets.