

Obj. No.	Topic	Objective	Assessment Criteria Will the strategy...	Assessment ++ (Significant positive) + (Minor positive) O (Neutral) - (Minor negative) -- (Significant negative) ? (Unknown) N/A (Not applicable)							Receptors and/or affected groups	Summary against overall objective	Potential cumulative effects
				Topic	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct (D) or indirect (I) effects	Temporary (T) or Permanent (P)	Spatial context: Local (L), Greater London (GL), Wider Region (WR)			
1	<b>Equality and Inclusion</b>	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs to the population	<p>Reduce poverty and social exclusion</p> <p>Promote a culture of equality, fairness and respect for people and the environment</p> <p>Promote an inclusive design approach ensuring a barrier free environment for all, especially disabled people</p> <p>Provide opportunities for Londoners to actively participate in the city's life, decision making and communities</p> <p>Provide opportunities for Londoners of every background to connect</p>	EqlA	O	+	+	I, D	T, P	L, GL	Low income: N Disability: Y Age: Y Sex: N Race: N Religion: N Sexual orientation: N Gender reassignment: N Marriage & civil partnership: N Pregnancy & maternity: N	The policy supports car-light developments, particularly in areas of high transport accessibility. Although this will contribute to more sustainable transport patterns, parking provision will still need to accommodate a range of needs. These include blue badge holders, parent and child parking, and spaces available for carers.	
2	<b>Social integration</b>	To ensure London has socially integrated communities which are strong, resilient and free of prejudice	<p>Reduce poverty and social exclusion</p> <p>Promote a culture of equality, fairness and respect for people and the environment</p> <p>Promote an inclusive design approach ensuring a barrier free environment for all, especially disabled people</p> <p>Provide opportunities for Londoners to actively participate in the city's life, decision making and communities</p> <p>Provide opportunities for Londoners of every background to connect</p>	EqlA	O	+	+	I, D	T, P	L, GL	Low income: N Disability: Y Age: Y Sex: N Race: N Religion: N Sexual orientation: N Gender reassignment: N Marriage & civil partnership: N Pregnancy & maternity: N	The policy supports car-light developments, particularly in areas of high transport accessibility. Although this will contribute to more sustainable transport patterns, parking provision will still need to accommodate a range of needs. These include blue badge holders, parent and child parking, and spaces available for carers.	
3	<b>Health and health inequalities</b>	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the City and between communities	<p>Reduce differentials in life expectancy and healthy life expectancy across London</p> <p>Reduce inequalities in physical and mental health and wellbeing</p>	EqlA	O	+	+	I, D	T, P	L	Low income: N Disability: Y Age: Y Sex: N Race: N Religion: N Sexual orientation: N Gender reassignment: N Marriage & civil partnership: N Pregnancy & maternity: N	The policy supports car-light development, and a modal shift towards walking and cycling. This could encourage active lifestyles, and go some way towards reducing health inequalities across the city.	

4	<b>Crime, safety and security</b>	To contribute to safety and security and the perceptions of safety	Create a travel environment that feels safe to all users during the day time and night time	EqIA	?	o	+	I, D	T, P	L	Low income: N Disability: Y Age: Y Sex: Y Race: Y Religion: Y Sexual orientation: Y Gender reassignment: Y Marriage & civil partnership: N Pregnancy & maternity: Y	The policy supports car-light development, encouraging a modal shift to sustainable transport forms. Private vehicles can offer a greater sense of security, particularly for older people, residents with a disability, unaccompanied females and children. The shift towards active transport will need to be supported by a number of security features, such as lighting, high quality legibility and surveillance where appropriate. It is not clear how this would result in short term impacts; however, there are expected to be long term benefits as a result of this policy.	
5	<b>Housing supply, quality, choice and affordability</b>	To provide a quantum, type, quality and tenure of housing (including specialist and affordable provision) to better meet demographic change and household demand	Help to facilitate the delivery of house building that meets the needs to Londoners  Increase the range and affordability of housing  Promote accessible and adaptable homes, improving choice for people who require them  Provide housing that encourages a sense of community and enhances the amenity value of the community	EqIA	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6	<b>Sustainable land use</b>	Make the best and most efficient use of land so as to support sustainable patterns and forms of development	Ensure that high densities development does not adversely impact on different groups of people  Promote regeneration and provide benefits for existing communities	EqIA	O	+	+	I, D	T, P	L	Low income: Y Disability: Y Age: Y Sex: N Race: N Religion: N Sexual orientation: N Gender reassignment: N Marriage & civil partnership: N Pregnancy & maternity: N	This policy encourages a shift towards public transport, and active travel. Combined with local regeneration and new developments this could offer a number of benefits for the local community, encouraging active travel whilst taking into account the needs of blue badge holders.	
7	<b>Design</b>	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing a sense of place and distinctiveness reducing the need to travel by motorised transport	Help to make people feel positive about the area they live in and promote social integration  Improve legibility and ease of use of the build environment for people with sensory or cognitive impairments	EqIA	O	+	+	I, D	T, P	L	Low income: Y Disability: Y Age: Y Sex: N Race: N Religion: N Sexual orientation: N Gender reassignment: N Marriage & civil partnership: N Pregnancy & maternity: N	This policy encourages a shift towards public transport, and active travel. Depending on the surrounding environment, a reduction in private care use could improve the quality of the local urban environment, and promote positive feelings, which may benefit those who are less mobile.	
8	<b>Accessibility</b>	To maximise accessibility for all in and around London	Improve accessibility to all public transport modes  Increase equality of access to services and facilities  Improve links between neighbourhoods and communities	EqIA	O	+	+	I, D	T, P	L	Low income: N Disability: Y Age: Y Sex: N Race: N Religion: N Sexual orientation: N Gender reassignment: N Marriage & civil partnership: N Pregnancy & maternity: Y	The policy supports car-light development, and a modal shift towards public transport and walking and cycling. This would encourage active lifestyles, and provide affordable transport opportunities. This policy would improve access to all public transport modes and key services depends on the location, quality and range of transport interchanges.	



13	<b>Culture</b>	To safeguard and enhance the Capital's rich cultural offer, infrastructure, heritage, natural environment and talent to benefit all Londoners while delivering new activities that strengthen London's global position	<p>Improve accessibility for all to cultural venues</p> <p>Improve participation by all in cultural activities and support cultural activities that promote social integration</p> <p>Provide access to affordable cultural activities in areas of deprivation.</p>	EqlA	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14	<b>Air Quality</b>	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality and reduce exposure	Reduce inequalities in access to clean air across London, particularly for those: who live in deprived areas? who live, learn or work near busy roads or construction sites? who are more vulnerable because of their age or existing medical condition?	EqlA	O	+	+	I	T, P	L, GL	<p>Low income: Y</p> <p>Disability: Y</p> <p>Age: Y</p> <p>Sex: N</p> <p>Race: N</p> <p>Religion: N</p> <p>Sexual orientation: N</p> <p>Gender reassignment: N</p> <p>Marriage &amp; civil partnership: N</p> <p>Pregnancy &amp; maternity: Y</p>	The policy supports the reduction in private car use, by restricting parking in areas of high transport accessibility. This reduction in car access in central and accessible parts of the city is likely to contribute to an overall reduction in harmful pollutants in the air. This is particularly important for residents living in densely urban/ central parts of the city, and those with limited mobility or a pre-existing health condition.	n/a
15	<b>Climate change adaptation and mitigation</b>	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Reduce impacts on groups more vulnerable to the effects of climate change (e.g. older people are more vulnerable to excess heat?)	EqlA	O	O	+	I, D	T, P	L, GL	<p>Low income: Y</p> <p>Disability: Y</p> <p>Age: Y</p> <p>Sex: N</p> <p>Race: N</p> <p>Religion: N</p> <p>Sexual orientation: N</p> <p>Gender reassignment: N</p> <p>Marriage &amp; civil partnership: N</p> <p>Pregnancy &amp; maternity: N</p>	In supporting a broad reduction in car use, the policy is expected to have long term benefits to vulnerable groups by contributing to a reduction in the effects of climate change, or the urban heat island effect.	n/a
16	<b>Climate change adaptation and mitigation</b>	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050		EqlA									
17	<b>Energy use and supply</b>	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Contribute to the provision of smart and affordable energy system for all?	EqlA	O	+	+	I	T, P	L, GL	<p>Low income: Y</p> <p>Disability: Y</p> <p>Age: Y</p> <p>Sex: N</p> <p>Race: N</p> <p>Religion: N</p> <p>Sexual orientation: N</p> <p>Gender reassignment: N</p> <p>Marriage &amp; civil partnership: N</p> <p>Pregnancy &amp; maternity: N</p>	The policy strongly supports the reduction in private car use, by restricting parking in areas of high transport accessibility. This reduction in car access in central and accessible parts of the city is likely to contribute to an overall reduction in harmful pollutants in the air. The policy also encourages provision for electric cars and cycling infrastructure, to promote more sustainable uses of energy, benefitting in particular those who may otherwise have been at risk of fuel poverty.	n/a



23	<b>Materials and waste</b>	To keep materials at their highest value and use for as long as possible. To significantly reduce waste generated and achieve high reuse and recycling rates	Minimise negative impacts of waste processing and disposal on vulnerable groups.	EqIA	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
24	<b>Noise and vibration</b>	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure	Minimise and reduce road, rail and aviation noise and vibration levels and disruption	EqIA	O	O	+	I, D	T, P	L, GL	Low income: Y Disability: Y Age: Y Sex: N Race: N Religion: N Sexual orientation: N Gender reassignment: N Marriage & civil partnership: N Pregnancy & maternity: N	The policy supports car-light developments, particularly in areas of high transport accessibility. The reduction of cars on the road is likely to help reduce noise pollution. However, other forms of public and private transport may still create noise pollution and disruption in areas surrounding car-light developments. As people transition away from car use, a long term benefit to noise is expected.	