

Blackhorse Road Car Park Development

Screening Impact 1	Our customers e.g. existing car park users
Screening Impact 2	Customers
Name 1	Blackhorse Road Car Park Development
Purpose 1	<p>Blackhorse Road Car Park is a surface level car park in the London Borough of Waltham Forest, located approximately 50-100m to the north west of Blackhorse Road Station, on the opposite side of Forest Road. The car park is currently operated by NCP, on behalf of TfL, and has 280 spaces (including six spaces for blue badge holders).</p> <p>This car park is allocated for residential-led development within the locally adopted Blackhorse Lane Area Action Plan and is situated within the Blackhorse Lane and Northern Olympic Park GLA Housing Zone. All of the surrounding sites identified within the Blackhorse Lane AAP (Blackhorse Road Station Hub and Waterfront Growth Area) have planning permission and are at various stages of construction and occupation, and the delivery of the car park site will complete the regeneration.</p> <p>Since late 2016 we have been engaging with the London Borough of Waltham Forest, and following selection of our joint venture partner, Barratt London, we have been engaging with the following stakeholders since early 2018:</p> <ul style="list-style-type: none"> • Residents • Community groups • Ward councilors • London Borough of Waltham Forest officers • Senior councillors, including the Leader of the Council <p>We have discussed plans to redevelop the site, providing a residential-led, mixed-use, development in accordance with planning policy. These discussions have helped us shape the design and development of the project to date.</p> <p>The redevelopment of this site requires the closure of the public car park.</p> <p>Benefits for our customers and the local community include:</p> <ul style="list-style-type: none"> • Delivery of much-needed new housing, including 50 per cent affordable housing, to help meet the Borough and London's housing targets. • Reducing dependency on car usage in the local area, thus

	<p>reducing congestion and improving air quality and adhering to the objectives of the Mayor's Transport Strategy.</p> <ul style="list-style-type: none"> Improving the provision of active commercial uses in the area, potentially providing spaces for new retail, co-working offices, restaurants and cafes and creative working. This redevelopment will complete the Blackhorse Lane Station Hub regeneration area and will complement and integrate with surrounding development. Subject to agreement with LBWF, the scheme will include a publicly accessible cycle hub for c. 150 cycle spaces which will be close to Blackhorse Road Station and integrated into the Council's proposed extension of the Mini-Holland cycling scheme. <p>The EqlA identifies the protected characteristics by groups (as identified in the Equality Act 2010). In this study we consider groups whose needs will be affected by removal of the car park.</p> <p>This EqlA is a live document and will be updated as the project evolves, and further stakeholder and community engagement takes place.</p> <p>The EqlA will focus on the closure of the car park at Blackhorse Road, set in the context of the proposed redevelopment and regeneration of the site that this will allow for.</p>
Main Activities I	<p>Engagement timeline to date</p> <p>Autumn 2016 to present: pre-application engagement with London Borough of Waltham Forest (officers and members) both before and after selection of our joint venture development partner, Barratt London</p> <p>December 2017: first public notices displayed in various locations in the car park to notify customers of the proposed car park closure (anticipated to be effective from September 2018).</p> <p>May 2018: first formal public exhibition and consultation regarding car park closure and proposed redevelopment</p> <p>July 2018: second formal public exhibition and consultation</p> <p>Current forthcoming timeline (dates subject to change)</p> <p>(Present-Late 2018) Submission of Planning Application and local planning authority consultation and determination (planning committee)</p> <p>Q4 2018/19 – Q1 2019/2020: vacant possession to be granted of the site, including closure of the NCP car park (Q1/2 2019/20.) Construction activities start on site</p> <p>Q2 2022: practical completion of construction activities</p>
Timeframe I	2018-2022

Person Completing Assessment2	Emma Hatch
Position2	Senior Development Manager
Department2	Property Development
TelephoneNo2	89040
Positive/Negative Impacts	<p>Positive Impact.</p> <p>The residential-led mixed use redevelopment of the site will provide an improved public realm, pedestrian and cycle connections through the regeneration area and an improvement in quality of the buildings around the station. Urban realm improvements will improve the location and amenities for local residents, customers and station staff.</p> <p>Development - Inclusive design will provide features such as improved lighting and wayfinding into and through the Blackhorse Lane Station Hub regeneration area, aiding the feeling of safety and security in line with the developments and public realm improvements delivered by the adjacent landowners/developers.</p> <p>Negative Impact</p> <p>Existing users of the car park will no longer have the opportunity to park at this location, following closure. Whilst this may inconvenience some customers, previous car park user studies has indicated that c. 90% of respondents have a closer Network Rail or TfL station to their origin.</p> <p>Further engagement with LBWF will be undertaken throughout the determination period of the planning application and therefore throughout construction of the development. We will also continue to liaise with other stakeholders, including station staff, car park users and local residents to mitigate potential impacts and the EqlA will be updated accordingly to identify any issues raised and mitigations to be considered.</p>
Age	Yes
Disability	Yes
GenderReassign	Yes
Gender	Yes
MarrCivilPart	N/A
PregMat	Yes
Race	Yes
RelBel	Yes
SexOrient	Yes

Other	No
Outline Consultation	<p data-bbox="507 241 1374 421">The Council, local residents, stakeholders, neighbours, residents' associations and community groups have been consulted regularly over the past 10 months. Their feedback has been captured in the development of the planning application scheme which has received broad support.</p> <p data-bbox="507 465 1362 719">In response to comments raised the heights of four of the proposed buildings have been reduced adjacent to neighbouring developments towards the northern and eastern parts of the site. Existing tenants have been engaged and kept informed of plans and the Station Manager is advised of the proposed plans and any have been consulted on any relevant elements or potential implications.</p> <p data-bbox="507 763 1337 864">The Mayors Opinion for the disposal of the site was obtained in January 2017 and Section 163 consent was provided by the Secretary of State in March 2017.</p> <p data-bbox="507 875 1369 943">Equalities issues: To date consultations have only indicated issues specific to one particular equality group – Disability.</p> <p data-bbox="507 1021 1246 1088">The EqlA will be updated to reflect any issues raised and mitigations and actions considered.</p>

Outline Research	<p data-bbox="507 197 799 230">Planning for the future</p> <p data-bbox="507 271 1366 488">As part of the proposed development, enhanced public realm and wayfinding strategy will be incorporated which will improve the experience for residents, the local community and visitors to the station. Improved simple wayfinding will also improve the experience for some disabled groups for example some visually impaired people, people with learning difficulties and PRM.</p> <p data-bbox="507 528 1358 633">Engagement with local residents, businesses and institutions was undertaken through forums to understand and respond to concerns.</p> <p data-bbox="507 674 1273 745">Engagement with LBWF was undertaken to understand and mitigate concerns of officers, councillors and residents.</p> <p data-bbox="507 786 1366 1261">A comprehensive car parking survey was undertaken in 2009 and, following analysis, confirmation has been provided by TfL Spatial Planning that the information remains relevant. This survey showed that the average distance travelled to the station was 5.8km. 90 per cent of the origins of respondents have a closer TfL or Network Rail station, and the most common stations those respondents' origins were closer to were Highams Park (Zone 4) and Chingford (Zone 5). These stations are TfL Overground, and not Network Rail, so TfL fares still apply. Being in different Zones to Blackhorse Road there would be a ticket cost increase if respondents used these stations (60p and £1.40 increase respectively). Note that parking at Blackhorse Road NCP costs £6.40 per day.</p> <p data-bbox="507 1301 1370 1518">The survey data also showed that whilst the average change in travel time to Blackhorse Road by using public transport instead of driving would be an increase of 22 minutes, the average change in travel time to the destination with the fastest public transport option instead of driving to the station would be a reduction of two minutes.</p>
Outline Explanation	<p data-bbox="507 1525 1342 1637">Consultation has been ongoing throughout design development, with public exhibitions and opportunities to meet the project team being the primary modes of communication.</p> <p data-bbox="507 1677 1299 1783">We have attempted to ensure all communications material is accessible, without assuming everyone is able to access everything online.</p> <p data-bbox="507 1823 1362 2038">Detailed pre-application advice and engagement has been sought from the council to improve the quality of the application. In addition to the consultations led by the client team (Barratt London and TfL), formal communication channels will also be used by the Council in line with the planning process, for example notifications of the application and consultation period.</p>

Outline Evidence Positive	<p>This survey showed that the average distance travelled to the station was 5.8km. 90 per cent of the origins of respondents have a closer TfL or Network Rail station, and the most common stations those respondents' origins were closer to were Highams Park (Zone 4) and Chingford (Zone 5). These stations are TfL Overground, and not Network Rail, so TfL fares still apply.</p> <p>The average change in travel time to the destination with the fastest public transport option instead of driving to the station would be a reduction of two minutes.</p>
Outline Evidence Negative	<p>The proposed development will result in the loss of the public car parking spaces currently on site. The survey data, described above, indicates that 90per cent of the origins of respondents have a closer TfL or Network Rail station. Being in different Zones to Blackhorse Road there would be a ticket cost increase if respondents used these stations (60p and £1.40 increase respectively).</p> <p>The survey data also showed that whilst the average change in travel time to Blackhorse Road by using public transport instead of driving would be an increase of 22 minutes.</p> <p>There will not be any impact on the normal operation of the station itself either during construction or in the long-term as the site is geographically removed from the station.</p>
Outline Mitigating Actions	<p>Appropriate communications will be maintained with the groups that will be impacted, as well as the public and local community in general. We will review different ways to inform people of work to be undertaken, and during construction and not assume everyone is able to access everything and information is accessible to older and disabled people.</p>
Outline Evidence Positive2	
Outline Evidence Negative2	
Outline Mitigating Actions2	
Outline Monitoring Systems	<p>During programme development the EqlA will be reviewed.</p> <p>At project completion monitoring systems will include customer feedback and review of any complaints.</p>
Outline Intro Training	

Outline Measure Of Success	Redevelopment of the site in accordance with the principles of adopted planning policy and guidance at GLA and LBWF level, delivering a high-quality scheme which positively contributes to the regeneration of the Blackhorse Lane area and provides successful and inclusive new accommodation and public and private realm.
Form Completed By	Emma Hatch
Line Manager Sign Off	Jonathan Cornelius
field I	
EQ-Statement-Purpose	
EQ-State-9-Characteristics	
EQ-State-If-So	
EQ-State-If-So-2	
Statement-Sign Off	
Statement-Date	
Reviewer-Sign Off	
Reviewer-Date	
Age-Outline Evidence Positive	<u>Redevelopment of the site for residential-led, mixed use development will deliver around 350 new homes, of which 50% will be affordable, as well as improved public realm and new active commercial properties at ground floor.</u>
Age - Outline Evidence Negative	<u>Permanent closure of Blackhorse Road car park will result in the removal of this parking option in this locality and near to the station.</u>
Age - Outline Mitigating Actions	There is currently an informal drop off area beside the station (next to the staff car park). We understand that this will continue to be accessible through the construction works and when the scheme is completed.
Disability - Outline Evidence Positive	New public realm surrounding the new buildings will feature improved simple wayfinding which will improve the experience for visually impaired customers and other disabled customers, for example some people with learning difficulties

Disability - Outline Evidence Negative	There is potential for negative impact given the closure of the car park is proposed to include the removal of the six existing blue badge spaces.
Disability - Outline Mitigating Actions	<p>Wayfinding around the site will need to be carefully managed during construction to prevent unnecessary increased walking distances or insufficient wayfinding. A construction phase plan and temporary wayfinding strategies will be developed as appropriate.</p> <p>The timescales for the closure of the car park will continue to be communicated to all customers well in advance of the change being implemented, and various methods of communication will remain active to ensure communication is accessible and appropriate for groups and not assuming everyone is able to access information online.</p> <p>Blue badge bays will be retained when the car park is open.</p>
Gender Reass-Outline Evidence Positive	<p>The development will provide an uplift in quality of the buildings in the area, and near to the station. Inclusive urban realm design will include improved lighting, improved living/arrival experiences and amenities for local residents, customers and station staff.</p> <p>Design that focuses on safety and security issues can have positive impact on all groups and particularly those who fear or experience crime more.</p>
Gender Reass-Outline Evidence Negative	No negative impact is anticipated. Should any issues be raised they will be considered as the programme evolves and the EqIA will be updated to show mitigations considered.
Gender Reass-Outline Mitigating Actions	
Gender-Outline Evidence Positive	<p>Following completion of the scheme there will be a significant improvement for customers.</p> <p>Design that focuses on safety and security issues can have positive impact on all groups and particularly those who fear or experience an increase in crime. Our research indicates that women have more safety and security concerns than men and ensuring a gender responsive design such as good lighting, sightlines and wayfinding in and around the station will help enhance the feeling of safety.</p> <p>An improved retail offering, uplift in quality of the buildings around the station and inclusive urban realm will improve the</p>

	arrival and dwell experience and amenities for local residents, customers and station staff
Gender-Outline Evidence Negative	There is the potential for some negative impact through the works, for example, by increasing walking distances. This is something we will seek to mitigate against through our phasing and logistics plan
Gender - Outline Mitigating Actions	Access and egress and wayfinding will need to be carefully managed during construction to prevent unnecessary increased walking distances or insufficient wayfinding. A construction phase plan and temporary wayfinding strategies will be developed in line with station publicity ahead of the start of construction
Married/Civil Partnership - Outline Evidence Positive	
Married/Civil Partnership - Outline Evidence Negative	No negative impact is anticipated. Should any issues be raised they will be considered as the programme evolves and the EqIA will be updated to show mitigations considered.
Married/Civil Partnership - Outline Mitigating Actions	N/A
PregMat-Outline Evidence Positive	
PregMat-Outline Evidence Negative	There is the potential for some negative impact through the works, for example, by increasing walking distances or reduced stopping places for taxis but this is something we will seek to mitigate against through our phasing and logistics plan
PregMat-Outline Mitigating Actions	Access and egress and wayfinding will need to be carefully managed during construction to prevent unnecessary increased walking distances or insufficient wayfinding. A construction phase plan and temporary wayfinding strategies will be developed in line with station publicity ahead of the start of construction
Race-Outline Evidence Positive	An improved retail offering, uplift in quality of the buildings around the station and inclusive urban realm will improve the living/arrival experiences and amenities for local residents, customers, and people working in the area.
Race-Outline Evidence Negative	
Race-Outline Mitigating Actions	<p>A construction phase plan will be developed in line with station publicity ahead of the start of construction.</p> <p>Ensuring our TfL journey planner is kept up to date of changes and any possible disruptions.</p>

Rel Bel-Outline Evidence Negative	Assumptions around the impact for people attending places of worship could mean additional journey time during construction phase
RelBel-Outline Mitigating Actions	Access and egress and wayfinding will need to be carefully managed during construction to prevent unnecessary increased walking distances or insufficient wayfinding. Engagement with local facilities will help facilities prepare to inform there visitors ahead of work beginning. A construction phase plan and temporary wayfinding strategies will be developed in line with station publicity ahead of the start of construction.
SexOrient-Outline Evidence Positive	Design that focuses on safety and security issues can have positive impact on all groups and particularly those who fear crime more or experience crime more.
SexOrient-Outline Evidence Negative	No negative impact is anticipated. However should any issues be raised they will be considered as the programme evolves and the EqIA will be updated to show mitigations considered.
SexOrient-Outline Mitigating Actions	A construction phase plan and temporary wayfinding strategies will be developed in line with station publicity ahead of the start of construction
Other-Outline Evidence Positive	
Other-Outline Evidence Negative	No negative impact is anticipated. However should any issues be raised they will be considered as the programme evolves and the EqIA will be updated to show mitigations considered.
Other-Outline Mitigating Actions	
In What Way	
Steps to Mitigate Adverse Impact	
Steps Proposed Adopted	
Reasons Decision Proposal	
Assessor	
Title	Edit

Principal Equality Advisor	XXX
Key EQIA Activities	
EqlA Review Date1	August 2018 following submission of planning application
EqlA Review Date2	
EqlA Review Date3	
Director Sign-off	
Admin Director sign off	
Item Type	Item
Path	sites/EandI/Lists/EqlA online