

EqlA - Property Development at Finchley Central

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| Screening Impact 1 | Our customers e.g. Road works or station improvement work |
| Screening Impact 2 | Customers |
| Name 1 | Property Development at Finchley Central |
| Purpose 1 | <p>Pursue the construction of new homes, commercial property and public realm on land owned by London Underground at and around Finchley Central station.</p> <p>Transport for London is working to deliver housing on land within the ownership of London Underground and other TfL functions in support of the Mayor's ambitions to free up public land for new housing.</p> <p>Pursue the Principles of Good Growth as outlined in the Mayor's draft Transport Strategy and draft London Plan.</p> |
| Main Activities 1 | <p>The subject area at Finchley Central comprises the station car park and airspace over the embankments and wider railway cutting. The high street (Regent's Park Road) crosses above the site and the station is accessed through entrances off Chaville Way and Station Road.</p> <p>TfL Property Development is entering into a joint venture partnership with Taylor Wimpey to develop these areas, with the principal business objectives for this project as follows:</p> <ul style="list-style-type: none"> • Develop new structures and construct residential buildings within the airspace above the subject area, including 40% affordable housing; • Develop new retail and commercial property in areas around the station and fronting the existing high street; • Improve the public realm around the station and create new areas of public realm with improvements in environment and pedestrian movement; <p>Finchley Central station already has Step Free Access. No works are envisaged to upgrade facilities within the station at present. Space for future provision of an additional entrance/exit from platform 1 (to be delivered by TfL at a later date) will be provided to alleviate congestion at peak AM times.</p> <p>This is an initial Equalities Impact Assessment that will be updated over time as scheme designs progress and stakeholders are consulted.</p> <p>Project milestones are:</p> <ul style="list-style-type: none"> • Late 2018 – commence engagement with stakeholders |

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| | <ul style="list-style-type: none"> • Mid 2019 – commence consultation for planning application • Mid 2021 – submit planning application • 2022 – receive planning consent and start on site |
| Timeframe 1 | To achieve planning permission and start on site in 2022, completing the development in 2028. |
| Person Completing Assessment 2 | Teodorczyk Martin |
| Impact 2 | |
| Position 2 | Senior Property Development Manager |
| Department 2 | Commercial Development |
| PosNegImpacts | <p>Positive impacts: The completed development scheme will have certain positive impacts:</p> <ul style="list-style-type: none"> • Development outputs including residential units to increase housing supply, of which 40% will be affordable housing, • Employment-creating commercial space; • Inclusive design improving the public realm around the station with improved lighting and active frontages from commercial uses; • Improved wayfinding and coherent interchange between Underground and other transport modes; • Modern accessible streetscape with improved north/south permeability, and separation of pedestrian/cycling areas from main road putting pedestrians and cyclists at the heart of design. • 6 blue badge parking spaces will be retained and moved closer to the station, opposite to and at the same level of the main entrance. • There parking in support of the residential will be limited to 31 spaces. This is above the minimum 3% provision for blue badge users as stipulated in the draft London Plan. • Enhanced facilities such as cycle parking. • Fewer car journeys into Finchley Central as a result of reduced car parking (an estimated 91,000 per annum) will realise benefits in noise and air pollution and road safety. • Provide income to Transport for London through its share of receipts |

from affordable housing block sales or the sales of homes. These funds will be reinvested by Transport for London into the transport network for the benefit of all Londoners.

Potential negative impact:

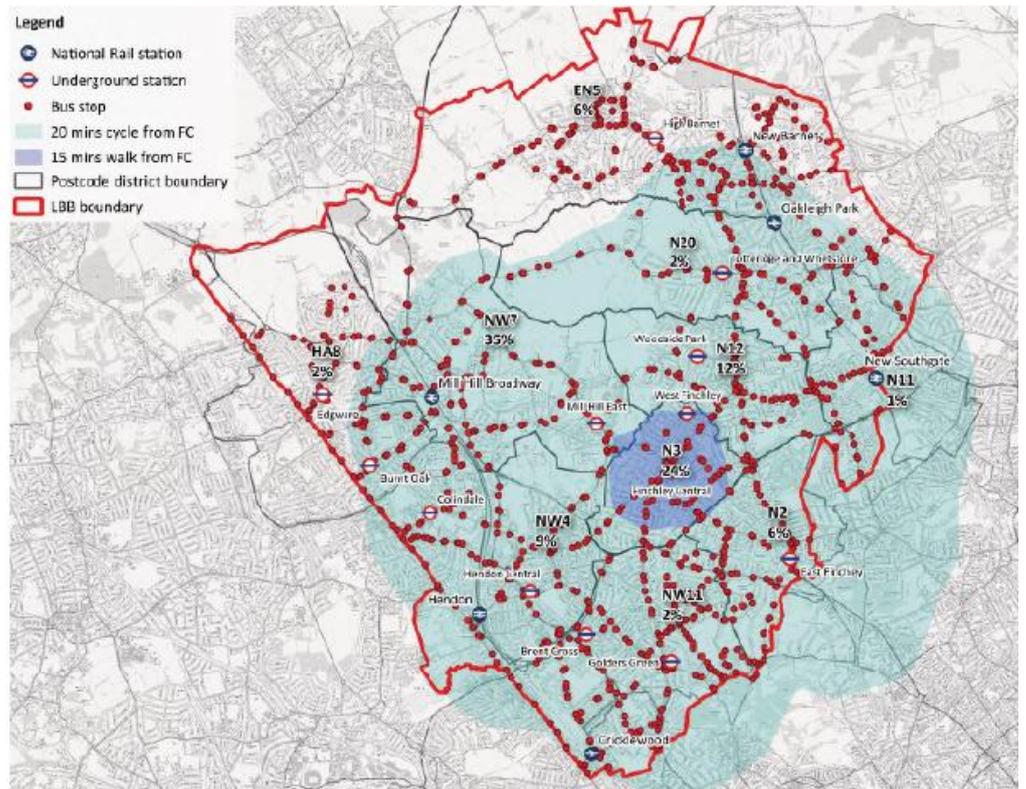
- The need to terminate existing retail leases to enable development. We will investigate the possibilities for relocating tenants within the local area or elsewhere on the TfL estate, working with LB Barnet.
- Loss of non-blue badge parking spaces to serve the station. Currently the station car park consists of 267 non-blue badge parking spaces and while there will be no replacement station parking provided within the scheme, part of the existing station car park (covering approximately 110 spaces) will not be affected by the planning application and will remain as car park.
- Increased congestion in other areas as station users seek to park elsewhere (especially where there is not a Controlled Parking Zone) and/or use a car to undertake their journey instead of the Underground.
- Construction activity, meaning that areas will be hoarded off including sections of the station car park, wider public areas and (at times) areas around the entrances to the station. There will be additional noise and air quality impacts of construction.

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| Age | Yes |
| Disability | Yes |
| GenderReassign | Yes |
| Gender | Yes |
| MarrCivilPart | N/A |
| PregMat | Yes |
| Race | Yes |
| RelBel | Yes |
| SexOrient | Yes |
| Other | Yes |

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| Outline Consultation | <p>We have consulted with:</p> <ul style="list-style-type: none"> • The public through exhibitions in June 2019 and January 2020; • Stakeholder groups such as the Finchley Society; • Existing businesses who are leaseholders on the site; • Key officer and elected representatives of the Greater London Authority (GLA) and London Borough of Barnet (LBB); • Stakeholders from around Transport for London. <p>A Mayor's Opinion was signed in March 2020 which designates applicable land and airspace within the subject area as surplus to operational requirements. We are working with various functions within London Underground to optimise the operational interface so that all operational functions are protected during and after construction.</p> <p>We will ensure a range of communication approaches are used recognising that not all groups rely on internet for information. We will update this assessment as these programmes are developed.</p> |
| Outline Research | <p>We have sourced demographic information published online including the Barnet Demographics Data Dashboard (updated 31 March 2020)</p> <p>https://data.gov.uk/dataset/18354e56-4f15-4f96-ac67-336725ec7975/barnet-demographics-data-dashboard</p> <p>and population data from LB Barnet</p> <p>https://www.barnet.gov.uk/sites/default/files/assets/jsna/Downloads/BarnetsJSNA20152020.2453.pdf</p> <p>The subject site is within two Council wards, Finchley Church End and West Finchley.</p> <p>We are aware of research from the Office for National Statistics (2019) that 3.4 per cent of Barnet residents hold a blue badge.</p> <p>Engagement with LBB and the GLA has been undertaken to understand the concerns and pertinent issues as seen by officers and elected representatives. This is in the context of research of existing and emerging planning policy such as the Mayors Transport Strategy, draft New London Plan and draft LB Barnet Local Plan.</p> <p>We have understood the extent of businesses that operate in the area as TfL's tenants, including location and lease terms.</p> <p>We undertook a survey of car park usage in May 2019, including key</p> |

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| | <p>information on origin of destination, demographics and specific requirements. Out of 226 respondents we understand that of those who parked in the car park:</p> <ul style="list-style-type: none"> • Account for 5% of all station users (4% drive and drop-off, 91% walk, cycle or arrive by bus) • 3% owned a blue badge • 67% travelled less than 15 minutes to the station • 72% travelled from within the London Borough of Barnet and 28% from outside the Borough • 17% of journeys originate from the same N3 postcode as Finchley Central, with a further 25% from NW7 and 9% from N12 • 57% travelled alone with no passengers <p>We have researched the primary public facilities (education, health, places of worship etc.) that exist in the local area, including:</p> <ul style="list-style-type: none"> • Fernbank Nursing Home • Hampstead Dyslexia Clinic • St Marys CofE Primary School • St Mary at Finchley (church) • The Rocking Horse Nursery • Barnet County Court • Pardes House Primary School • St Philip the Apostle Church • Oakhouse Care Services • Golders Green Nursing • St Pauls Church • Finchley Federation Synagogue • Finchley Reform Synagogue <p>We have undertaken a rights of light and daylight/sunlight study to analyse the potential impact of new development on surrounding properties.</p> |
| <p>Outline Explanation</p> | <p>We will develop the Stakeholder Engagement Plan to gain a greater understanding of both the positive and negative impacts of construction, which can then inform the planning process and mitigate negative impact on the community.</p> <p>We have consulted with local and other stakeholder groups since late 2018 and held formal consultation events. Design principles cover both the positive and negative impacts of development and mitigations with regard to impacts during construction are considered.</p> <p>This assessment will be updated and then submitted as part of the planning application.</p> <p>We are working with tenants to explain the impact of development upon their tenure and consider options for relocation in the local area or elsewhere on the TfL estate. Our research shows that there are approximately 60 full and part</p> |

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| | time employees at the properties on the site. |
| OutlineEvidence Positive | |
| OutlineEvidence Negative | |
| OutlineMitigatingActions | <p>The above data on car park usage indicates that people park at Finchley Central because it is convenient and in many cases there are alternative, closer stations that could be used:</p> <ul style="list-style-type: none"> • 28% of users travel to Finchley Central from outside the London Borough of Barnet and in doing so reject alternative Underground and National Rail stations that are closer to their point of origin. • Conversely, 17% of respondents drove from within the same (N3) postcode as Finchley Central. An additional 34% arrive from adjacent (N12, NW7) postcodes but choose to park at Finchley Central despite other tube and mainline stations in those postcodes (Woodside Park in N12, Mill Hill East and Mill Hill Broadway in NW7). <p>Nearly 25 per cent of those who park at the station drive from a distance that would only take on average 15 minutes to walk.</p> <p>Finchley Central is served by numerous bus routes including 13, 125, 143, 326, 382, 460, 626, 683 and N20 all around the Borough of Barnet, the stops for which are in red dots in the plan below.</p> |



We expect that the reduction in parking spaces will reduce vehicle trips to Finchley Central station by 91,000 per year, which will reduce noise, congestion and emissions caused by traffic and improve air quality.

TfL is seeking through the Mayor's Transport Strategy to encourage the use of active, clean and sustainable forms of transport. The development proposals will positively benefit customers who travel to the station by walking or cycling due to the reduced traffic flow, improved station setting and new, publicly accessible cycle parking facilities. Specifically, the proposals include:

- Wider pavements on the road bridge at Regent's Park Road;
- New vehicle-free deck over the railway linking Regent's Park Road and the station;
- Improved pedestrian environment on Station Road and Nether Street;
- Junction improvements to the box junction of Regent's Park Road, Chaville Way, Ballards Lane and Nether Street;
- Wider pavements alongside Chaville Way;
- Improved crossing of Chaville Way at the station entrance (markings, pedestrian priority, level access);
- Improved access and shallower gradient at the Station Road entrance;
- More regular gradient from Regent's Park Road to the retained car park;
- Dedicated pedestrian walkway, with lighting, between the retained car park and the station entrance

| OutlineEvidence Positive2 | | | | | | | | | | | | | | | | | |
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| OutlineEvidence Negative2 | | | | | | | | | | | | | | | | | |
| OutlineMitigatingActions2 | | | | | | | | | | | | | | | | | |
| OutlineMonitoringSystems | These have not yet been set up, but a framework will be established once equality and other stakeholder groups have been identified and engaged. | | | | | | | | | | | | | | | | |
| OutlineIntroTraining | To be confirmed | | | | | | | | | | | | | | | | |
| OutlineMeasureOfSuccess | To be confirmed | | | | | | | | | | | | | | | | |
| FormCompletedBy | Teodorczyk Martin | | | | | | | | | | | | | | | | |
| LineManagerSignOff | Cornelius Jonathan | | | | | | | | | | | | | | | | |
| field I | | | | | | | | | | | | | | | | | |
| EQ-Statement-Purpose | | | | | | | | | | | | | | | | | |
| EQ-State-9-Characteristics | | | | | | | | | | | | | | | | | |
| EQ-State-If-So | | | | | | | | | | | | | | | | | |
| EQ-State-If-So-2 | | | | | | | | | | | | | | | | | |
| Statement-SignOff | | | | | | | | | | | | | | | | | |
| Statement-Date | | | | | | | | | | | | | | | | | |
| Reviewer-SignOff | | | | | | | | | | | | | | | | | |
| Reviewer-Date | | | | | | | | | | | | | | | | | |
| Age-OutlineEvidence Positive | <table border="1"> <thead> <tr> <th>Expected Age Profile 2020</th> <th>0-15</th> <th>16-64</th> <th>65+</th> </tr> </thead> <tbody> <tr> <td>BARNET</td> <td>21%</td> <td>64%</td> <td>14%</td> </tr> <tr> <td>Finchley Church End</td> <td>19%</td> <td>63%</td> <td>18%</td> </tr> <tr> <td>West Finchley</td> <td>18%</td> <td>68%</td> <td>14%</td> </tr> </tbody> </table> <p>The vast majority of residential units within the scheme will be flats on a single level with lift access. There will be some houses of 2-4 storeys each. The scheme includes 37 3-bedroom flats within the affordable housing, which should allow children in larger families to enjoy space.</p> <p>The scheme is expected to bring about a new public realm with play space for</p> | Expected Age Profile 2020 | 0-15 | 16-64 | 65+ | BARNET | 21% | 64% | 14% | Finchley Church End | 19% | 63% | 18% | West Finchley | 18% | 68% | 14% |
| Expected Age Profile 2020 | 0-15 | 16-64 | 65+ | | | | | | | | | | | | | | |
| BARNET | 21% | 64% | 14% | | | | | | | | | | | | | | |
| Finchley Church End | 19% | 63% | 18% | | | | | | | | | | | | | | |
| West Finchley | 18% | 68% | 14% | | | | | | | | | | | | | | |

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| | <p>children and improved access to the station, including designated pedestrian routes and shallower gradients for the benefit of all.</p> <p>Older people and children will additionally benefit from expected improvements in road safety through reduced traffic movements and treatments to Regents Park Road including pavement widening.</p> <p>We will be working to create training opportunities during construction to help plug the skills gap in the construction industry and provide economic growth, including apprenticeships for younger people at school leaving age and at the start of their careers.</p> |
| <p>Age- OutlineEvidence Negative</p> | <p>Development will mean construction traffic for the duration of the build period. There will also be a need for road and pedestrian diversions which may increase the length and complexity of routes to the station and in the wider area.</p> <p>There is expected to be a significant loss in car parking spaces used by the public, which are mostly used to access the station. This will affect the general availability of parking spaces, including for older people who may not meet the criteria to qualify for a blue badge (as at 2019, 3.4% of Barnet residents held a blue badge, whereas 14% of residents are aged 65 or over). . The result is longer travel times to the station and/or a need to rely on public transport, which is likely to be less safe than travelling from home by car.</p> <p>The presence of buildings may exacerbate the effect of wind upon pedestrians, which may particularly affect frail people.</p> <p>The private hire cab firm, a current tenant on site, may not continue to trade.</p> |
| <p>Age- OutlineMitigatin gActions</p> | <p>Transport - the mitigation measures outlined above show the availability of public transport (either to access Finchley Central or alternative stations). Measures to improve routes to and the general areas around the station will assist those who can walk or cycle. In detailed design we will investigate options to improve direct connectivity between the station and alternative modes of transport.</p> <p>Drop-Off and Taxis – re-provide a drop-off area and night taxi rank within the scheme ensuring accessibility issues are taken on board (for example distance from the taxi rank to the station) where possible. Location of taxi rank to be reviewed during the design process to ensure closest proximity to the station.</p> <p>Construction - produce a construction management and phasing plan that mitigates impact on public areas.</p> <p>Wind – undertake a comprehensive survey and wider analysis of the effects of buildings upon wind movement, and include that within the planning application.</p> |

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| <p>Disability- OutlineEvidence Positive</p> | <p>Residential units within the scheme will be flats on a single level with lift access which would be accessible for people with disabilities. 56 residential units (10% of the total) will be wheelchair-accessible homes.</p> <p>Furthermore 25 parking spaces for wheelchair users (4.4% of the total homes and 45% of the wheelchair-accessible homes) have been identified within the scheme.</p> <p>The current provision of 6 Blue Badge parking spaces for public use in the station car park will be maintained. The spaces will be moved to an improved position that is closer to and at the same level of the station entrance.</p> <p>The scheme is expected to provide new public realm with improved access to the station and other public transport nodes in line with the Mayors Transport Strategy. This could include areas around the Station Road entrance and access from Regents Park Road (shallower gradients for example) and improved wayfinding and signage.</p> <p>Disabled persons will additionally benefit from expected improvements in road safety, such as widening the roadway and pavements at the Regents Park Road bridge, which will control vehicle movements and may lead to a separation of road and pavement. The reduced car park will reduce traffic movements in Finchley Central.</p> |
| <p>Disability- OutlineEvidence Negative</p> | <p>Development will mean construction traffic for the duration of the build period. There will also be a need for road and pedestrian diversions which may increase the length and complexity of routes to the station and in the wider area.</p> <p>While Blue Badge parking will be maintained and put in an improved location, there is a general loss of public parking. People with disabilities may not meet the criteria to qualify for a blue badge.</p> <p>The private hire cab firm, currently a tenant in Station Road, may not continue to trade.</p> |
| <p>Disability- OutlineMitigatin gActions</p> | <p>Transport - the mitigation measures outlined above show the availability of public transport (either to access Finchley Central or alternative stations) and measures to improve the area around the station to assist those who have independent means of transport, including wheelchairs. In detailed design we will investigate options to improve direct connectivity between the station and alternative modes of transport.</p> <p>Drop-Off and Taxis – re-provide a drop-off area and night taxi rank within the scheme ensuring accessibility issues are taken on board for example distance from the taxi rank to the station where possible. Location of taxi rank to be reviewed during the design process to ensure closest proximity to the station.</p> <p>Construction - produce a construction management and phasing plan that mitigates impact on public areas.</p> |

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| <p>GenderReass- OutlineEvidence Positive</p> | <p>Fears of intimidation and/or abuse are sometimes mentioned as barriers for increased public transport use due to an experienced lower perception of personal safety.</p> <p>Improvements to the public realm space, such as better lighting, passive surveillance and increased footfall contribute to a reduction in anti-social behaviour, safety and the feeling of safety, which may provide a positive impact to people in this group.</p> |
| <p>GenderReass- OutlineEvidence Negative</p> | <p>The loss of public car parking will impact groups using the station or town centre, leading to a greater proportion of journeys to be made on foot or by public transport, which may be less safe.</p> <p>The private hire cab firm, currently a tenant in Station Road, may not continue to trade.</p> <p>Development will mean construction traffic for the duration of the build period. There will also be a need for road and pedestrian diversions which may increase the length and complexity of routes to the station and in the wider area.</p> |
| <p>GenderReass- OutlineMitigatin gActions</p> | <p>The scheme will re-provide a night taxi rank at a location to be determined.</p> <p>Construction - produce a construction management and phasing plan that mitigates impact on public areas.</p> |
| <p>Gender- OutlineEvidence Positive</p> | <p>The scheme includes 207 homes within the affordable housing. Women are more likely than men to be on lower incomes. As the scheme will benefit those in need of affordable housing, women in the area may experience an increased benefit.</p> <p>We will be working to create training opportunities during construction to help plug the skills gap in the construction industry and provide economic growth, including the encouragement of groups that are under-represented in the construction industry, including women.</p> <p>The improved public realm will include inclusive design such as good lighting, sightlines and wayfinding to help enhance the feeling of safety.</p> <p>Retail and commercial buildings in public areas will provide active uses (including evenings) and a natural surveillance that will benefit those at a greater risk of crime.</p> |

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| <p>Gender- OutlineEvidence Negative</p> | <p>The loss of public car parking will impact groups using the station or town centre, leading to a greater proportion of journeys to be made on foot or by public transport, which may be less safe.</p> <p>The private hire cab firm, currently a tenant in Station Road, may not continue to trade.</p> <p>Development will mean construction traffic for the duration of the build period. There will also be a need for road and pedestrian diversions which may increase the length and complexity of routes to the station and in the wider area.</p> |
| <p>Gender- OutlineMitigatin gActions</p> | <p>The scheme will re-provide a night taxi rank at a location to be determined.</p> <p>Construction - produce a construction management and phasing plan that mitigates impact on public areas.</p> |
| <p>MarrCivPart- OutlineEvidence Positive</p> | <p>N/A</p> |
| <p>MarrCivPart- OutlineEvidence Negative</p> | <p>N/A</p> |
| <p>MarrCivPart- OutlineMitigatin gActions</p> | <p>N/A</p> |
| <p>PregMat- OutlineEvidence Positive</p> | <p>The improved public realm will include play space for children and inclusive design features such as good lighting, sightlines and wayfinding to help enhance the feeling of safety and allow better access to the station for those with prams, buggies or children on foot.</p> <p>Retail and commercial buildings in public areas will provide active uses (including evenings) and a natural surveillance that will benefit those at a greater risk of crime.</p> <p>Parents of young children will additionally benefit from expected improvements in road safety, such as widening the roadway and pavements at the Regents Park Road bridge, which will control vehicle movements and may lead to a separation of road and pavement.</p> |

| <p>PregMat- OutlineEvidence Negative</p> | <p>The loss of public car parking will impact groups using the station or town centre, with greater impact upon those travelling with children and buggies, should parking be unavailable. This will also occur for those arriving outside early commuting times due to taking children to school or day-care, or those working part-time.</p> <p>The private hire cab firm, currently a tenant in Station Road, may not continue to trade.</p> <p>Development will mean construction traffic for the duration of the build period. There will also be a need for road and pedestrian diversions which may increase the length and complexity of routes to the station and in the wider area. This may disproportionately-affect women during pregnancy, or those carrying infants, who may find walking for longer distances more difficult.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <p>PregMat- OutlineMitigatin gActions</p> | <p>Monitor feedback and address issues raised</p> <p>Transport - the mitigation measures outlined above show the availability of public transport (either to access Finchley Central or alternative stations) and measures to improve the area around the station to assist those who have independent means of transport, including pushchairs and buggies. In detailed design we will investigate options to improve direct connectivity between the station and alternative modes of transport.</p> <p>Drop-Off and Taxis – re-provide a drop-off area and night taxi rank within the scheme ensuring accessibility issues are taken on board for example distance from the taxi rank to the station where possible. Location of taxi rank to be reviewed during the design process to ensure closest proximity to the station.</p> <p>Construction - produce a construction management and phasing plan that mitigates impact on public areas.</p> <p>Investigate the provision of 'parent and child' spaces within any parking allocation.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Race- OutlineEvidence Positive</p> | <p>Data from the 2011 Census showed the following population:</p> <table border="1" data-bbox="459 1525 1481 1928"> <thead> <tr> <th>Population Profile 2011</th> <th>White</th> <th>Mixed</th> <th>Asian or Asian British</th> <th>Black or Black British</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>ENGLAND AND WALES</td> <td>86%</td> <td>2%</td> <td>8%</td> <td>3%</td> <td>1%</td> </tr> <tr> <td>LONDON</td> <td>60%</td> <td>5%</td> <td>19%</td> <td>13%</td> <td>3%</td> </tr> <tr> <td>BARNET</td> <td>64%</td> <td>5%</td> <td>18%</td> <td>8%</td> <td>5%</td> </tr> <tr> <td>Finchley Church End</td> <td>67%</td> <td>4%</td> <td>18%</td> <td>5%</td> <td>6%</td> </tr> <tr> <td>West Finchley</td> <td>61%</td> <td>5%</td> <td>25%</td> <td>4%</td> <td>5%</td> </tr> </tbody> </table> <p>The increase and improvement of public realm space will particularly support greater interaction between people from all groups.</p> | Population Profile 2011 | White | Mixed | Asian or Asian British | Black or Black British | Other | ENGLAND AND WALES | 86% | 2% | 8% | 3% | 1% | LONDON | 60% | 5% | 19% | 13% | 3% | BARNET | 64% | 5% | 18% | 8% | 5% | Finchley Church End | 67% | 4% | 18% | 5% | 6% | West Finchley | 61% | 5% | 25% | 4% | 5% |
| Population Profile 2011 | White | Mixed | Asian or Asian British | Black or Black British | Other | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ENGLAND AND WALES | 86% | 2% | 8% | 3% | 1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LONDON | 60% | 5% | 19% | 13% | 3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BARNET | 64% | 5% | 18% | 8% | 5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Finchley Church End | 67% | 4% | 18% | 5% | 6% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| West Finchley | 61% | 5% | 25% | 4% | 5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | <p>We will be working to create training opportunities during construction to help plug the skills gap in the construction industry and provide economic growth, including the encouragement of groups that are under-represented in the construction industry, including those from ethnic minorities. Furthermore, apprenticeships for those around school-leaving age should benefit this group as the group accounts for a greater-than-average proportion of young Londoners.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Race- OutlineEvidence Negative | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Race- OutlineMitigatin gActions | <p>Further studies will be made into the ethnicity of those owning or working in the existing businesses to see if there is a disproportionate impact.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RelBel- OutlineEvidence Positive | <p>Data from the 2011 Census showed the following population:</p> <table border="1"> <thead> <tr> <th>Religious Belief Profile 2011 (by %)</th> <th>Christian</th> <th>Buddhist</th> <th>Hindu</th> <th>Jewish</th> <th>Muslim</th> <th>Sikh</th> <th>Other</th> <th>No Religion</th> <th>Not Stated</th> </tr> </thead> <tbody> <tr> <td>ENGLAND</td> <td>59.4</td> <td>0.5</td> <td>1.5</td> <td>0.5</td> <td>5.0</td> <td>0.8</td> <td>0.4</td> <td>24.7</td> <td>7.2</td> </tr> <tr> <td>LONDON</td> <td>48.4</td> <td>1.0</td> <td>5.0</td> <td>1.8</td> <td>12.4</td> <td>1.5</td> <td>0.6</td> <td>20.7</td> <td>8.5</td> </tr> <tr> <td>BARNET</td> <td>41.2</td> <td>1.3</td> <td>6.2</td> <td>15.2</td> <td>10.3</td> <td>0.4</td> <td>1.1</td> <td>16.1</td> <td>8.4</td> </tr> <tr> <td>Finchley Church End</td> <td>28.3</td> <td>1.3</td> <td>6.1</td> <td>31.2</td> <td>8.1</td> <td>0.4</td> <td>0.8</td> <td>14.7</td> <td>9.1</td> </tr> <tr> <td>West Finchley</td> <td>38.1</td> <td>2.1</td> <td>9.0</td> <td>9.1</td> <td>7.8</td> <td>0.8</td> <td>2.3</td> <td>22.2</td> <td>8.5</td> </tr> </tbody> </table> <p>The improved public realm will include inclusive design features such as good lighting, sightlines and wayfinding to help enhance the feeling of safety, including for those visiting nearby places of worship.</p> <p>General benefits of an improved public realm around the station will impact all users.</p> | Religious Belief Profile 2011 (by %) | Christian | Buddhist | Hindu | Jewish | Muslim | Sikh | Other | No Religion | Not Stated | ENGLAND | 59.4 | 0.5 | 1.5 | 0.5 | 5.0 | 0.8 | 0.4 | 24.7 | 7.2 | LONDON | 48.4 | 1.0 | 5.0 | 1.8 | 12.4 | 1.5 | 0.6 | 20.7 | 8.5 | BARNET | 41.2 | 1.3 | 6.2 | 15.2 | 10.3 | 0.4 | 1.1 | 16.1 | 8.4 | Finchley Church End | 28.3 | 1.3 | 6.1 | 31.2 | 8.1 | 0.4 | 0.8 | 14.7 | 9.1 | West Finchley | 38.1 | 2.1 | 9.0 | 9.1 | 7.8 | 0.8 | 2.3 | 22.2 | 8.5 |
| Religious Belief Profile 2011 (by %) | Christian | Buddhist | Hindu | Jewish | Muslim | Sikh | Other | No Religion | Not Stated | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ENGLAND | 59.4 | 0.5 | 1.5 | 0.5 | 5.0 | 0.8 | 0.4 | 24.7 | 7.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LONDON | 48.4 | 1.0 | 5.0 | 1.8 | 12.4 | 1.5 | 0.6 | 20.7 | 8.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BARNET | 41.2 | 1.3 | 6.2 | 15.2 | 10.3 | 0.4 | 1.1 | 16.1 | 8.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Finchley Church End | 28.3 | 1.3 | 6.1 | 31.2 | 8.1 | 0.4 | 0.8 | 14.7 | 9.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| West Finchley | 38.1 | 2.1 | 9.0 | 9.1 | 7.8 | 0.8 | 2.3 | 22.2 | 8.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RelBel- OutlineEvidence Negative | <p>The loss of parking may affect access to places of worship in the local area. We do not envisage that any places of worship will be affected by noise from construction.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RelBel- OutlineMitigatin gActions | <p>The needs of various user groups will be considered once they are consulted at a later date. The demand for parking is slightly lower on Fridays and markedly lower on Saturdays and Sundays.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| SexOrient- OutlineEvidence Positive | <p>Fears of intimidation and/or abuse are sometimes mentioned by LGBT Londoners as barriers for increased public transport use. LGBT Londoners may therefore experience lower perception of personal safety as a result.</p> <p>Improvements to the public realm space, such as better lighting, passive surveillance and increased footfall contribute to a reduction in anti-social behaviour, safety and the feeling of safety, which may provide a positive impact to people in this group.</p> |
| SexOrient- OutlineEvidence Negative | <p>The loss of public car parking will impact groups using the station or town centre, leading to a greater proportion of journeys to be made on foot or by public transport, which may be less safe.</p> <p>The private hire cab firm, currently a tenant in Station Road, may not continue to trade.</p> <p>Development will mean construction traffic for the duration of the build period. There will also be a need for road and pedestrian diversions which may increase the length and complexity of routes to the station and in the wider area.</p> |
| SexOrient- OutlineMitigatin gActions | <p>The scheme will re-provide a night taxi rank at a location to be determined.</p> <p>Construction - produce a construction management and phasing plan that mitigates impact on public areas.</p> |
| Other- OutlineEvidence Positive | <p>The scheme is expected to provide 553 homes, of which 207 are affordable homes. This will help to alleviate shortages in housing supply and the affordable homes will be of particular benefit to those on lower incomes and/or meet the qualifying criteria.</p> <p>The improved public realm will include inclusive design such as good lighting, sightlines and wayfinding to help enhance the feeling of safety, which may benefit shift workers and others who need to access the area during the night.</p> |
| Other- OutlineEvidence Negative | |
| Other- OutlineMitigatin gActions | |
| InWhatWay | |
| StepsMitigateAd verselImpact | |
| StepsProposedA dopted | |
| ReasonsDecision Proposal | |
| Created | |
| Assessor | |

| | |
|----------------------------|--|
| Title | |
| Principal Equality Advisor | |
| Key EQIA Activities | |
| EqlA Review Date1 | |
| EqlA Review Date2 | |
| EqlA Review Date3 | |
| Director Sign-off | |
| Admin Director sign off | |
| Item Type | |
| Path | |

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