

East Croydon Interchange Phase 1 Construction Works

Award Report Appendix 1 – actions taken following Equality Impact Assessment.

A full Equality Analysis has been undertaken on the East Croydon Masterplan and a summary of the findings that are directly relevant to the East Croydon Interchange Public Realm project Phase 1 construction works are listed:

Comment from EQIA	Action taken
<p>There was agreement from all that East Croydon station needs an additional point of access and egress to improve accessibility for all groups particularly disabled people</p>	<p>Over the past couple of years Network Rail have provided additional access and exit capacity at the northern exit to Lansdowne Road (via the new bridge) and through an additional access exit point on the west side of the concourse. The Lansdowne Road exit is outside of this project boundary. This project eases the route from the new entrance on the concourse to George Street.</p>
<p>The general aim to improve connectivity and public realm was welcomed with a particular focus on delivering a link to Lansdowne Road and removing barriers to crossing at George Street with the creation of an “interchange square” to encourage the use of public space for all groups of the community benefiting those groups less able to go out and enjoy the public realm who are more dependent on the availability of private gardens particularly the elderly and young children.</p>	<p>As mentioned above the Lansdowne Road area is outside of this projects’ boundaries. Due to the constraints of the tram system, approval to completely remove all barriers to crossing George Street was not achieved. The existing guardrail and fencing along George Street, and in particular in the central median, is being rationalised and the existing crossing east of Dingwall Road is being widened on the traffic side of the carriageway. Along with other measures such as improved footway materials, dropped crossings and de-cluttering all groups will be able to enjoy the public realm. Croydons Spatial Planning Team have pledged to include the review of the central median barrier with Tramlink as part of London Tramlinks proposals for the Dingwall loop.</p>
<p>Numerous people suggested a desire for more bus stops to the south of the bus hub, for alternative taxi ranks to just Billinton Hill (for example, on Dingwall Road) and extended tram platforms especially for</p>	<p>Having reviewed the available area for the bus stops and stands to the south of East Croydon Station with TfL it is evident there is insufficient space to provide more bus stops. However, the bus shelters for westbound buses are to be replaced with new improved shelters with</p>

<p>those groups within the community who tend to have less access to cars and are more likely to be dependent on public transport for making local journeys like people with buggies/ push chairs, the elderly and disabled groups.</p>	<p>lighting and seating. The shelters for the eastbound stops will also be improved as part of the Phase 2 works. The inclusion of countdown timers has also been discussed and it is an aim of this project to provide these with TfLs acceptance. Additional taxi ranking has all ready been provided at Lansdowne Road. A CCTV camera and monitor has also been provided for the taxi rank at Cherry orchard Road to assist with the flow of taxis into Billinton Hill, particularly at peak times. The existing taxi rank in Billinton Hill will be reconfigured as part of the Phase 2 works.</p>
<p>The Masterplan should give consideration to existing and future demands and capacity across all modes of transport to ensure that the plan does not have an adverse impact on equality groups especially those users who are less mobile e.g. young people, elderly and disabled groups</p>	<p>To assist with the movement of all mobility groups a number of actions have been taken by the project team. These include flush kerbs at crossings, inclusion of tactile paving, wider crossings, de-cluttering, improved wayfinding signing and recessed utility covers.</p>
<p>Support for new station footbridge to improve access to public transport and to encourage community cohesion between all equality groups</p>	<p>The provision for access to the new footbridge is outside of the scope of this project. However, the proposed layout future proofs the provision of a walkway from the east side of the station concourse to the east side of the new footbridge.</p>
<p>Support East Croydon station concourse decluttering to improve the ease of interchange between rail, tram and bus for all particularly disabled users</p>	<p>The project team has undertaken a full street furniture audit and all items that can be removed or relocated to a more suitable area have been included as part of the project. Where possible any signs will be fixed to existing street furniture such as lighting columns. Guardrail is being removed where there was no objection from London Tramlink or the road safety audit team.</p>