**Equality Impact Assessment**

**Stratford Gyratory Scheme**

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# Document Change Control

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| **Version Number** | **Issue date** | **Authors** | **Description of change** |
| V0.2 | 25/09/2015 | SS | *Section 3.0 Assessment of Relevance* was changed following comments from Strategic Business Planning Officers. |
| V0.3 | 12/10/2015 | SS | *Section 3 Scope/Focus, Section 4 Assessment of Stratford Gyratory Project and Section 5 Consultation* changed to reflect comments received from Strategic Business Planning Officers. |
| V0.4 | 01/11/2015 | SS | Updated *Section 2 Project Background and Section 4 Assessment of Stratford Gyratory Project* following comments from Transport for London (TfL) officers. |
| V0.5 | 07/03/2016 | SS | Updated *Section 6 Construction Phase* to include mitigation during construction following comments from Strategic Business Planning Officers. |
| V0.6 | 10/05/2016 | SS | Updated *Section 4* -*Assessment of impact and outcomes of the Stratford Gyratory Project* |

# Introduction

## 1.0 EqIA Scope and Focus

This Equality Impact Assessment (EqIA) is about the improvement of a service. EqIA’s assist the Council to deliver the best service for the residents of Newham through evidence based planning. By carrying out an EqIA it demonstrates the Council have considered their duties under the Equality Act 2010.

It is a legal requirement under the Equality Act 2010 (Public Sector Equality Duty) that a public authority must have ‘due regard’ to equalities in all the decisions that we make. The Act introduces equality strands which are the protected characteristics set out below:

* Age
* Disability
* Sexual Orientation/Gender re-assignment
* Religion / belief
* Pregnancy and maternity
* Race
* Sex
* Class or socio-economic disadvantage

This EqIA is a multi-disciplinary process and the focus is on the impact of the Stratford Gyratory Scheme on residents and users, in particular, disadvantaged or excluded groups of people. It seeks to determine the equality impacts for the groups who the proposal is relevant to.

This EqIA is an evolving document and will be updated periodically throughout the duration of the project. It identifies and assesses potential impacts (positive and negative) of the proposal, in order to make recommendations to mitigate against any adverse impacts on the population, enhance positive impacts and address any inequalities. It will be used as a tool to help identify where best to promote equality of opportunity, taking into account stakeholders’ opinions.

The geographic area of the project is defined as being within the junctions listed below:

1. Stratford High Street/Great Eastern Road/Broadway
2. Great Eastern Road/Stratford Bus Station/Station Street
3. Great Eastern Road/Angel Lane
4. Great Eastern Road/The Grove
5. The Grove/Romford Road/Broadway
6. Broadway/West Ham Lane



Figure 1 - Stratford Gyratory Map

## 2.0 Project background

The gyratory in Stratford was installed in the 1960s but over time has resulted in the ‘island’ that is Stratford Town Centre where vehicles govern the area. Both pedestrians and cyclists are comprised by fast moving traffic, with restricted movement to and from the main area.

The key concerns surrounding the Broadway include clutter, crime, illegal traffic and usability of space. The visibility is limited due to the existing market stalls therefore this could potentially create issues such as congestion and facilitate crime. The design is inappropriate for the location, and is not ideal for the market traders.

The Broadway is cluttered with street furniture, bus stops, sign posts, guard rails and phone booths. The expressed desire is for a de-cluttered and cleaned up Broadway – a high quality and durable public realm with increased usability for all. De-cluttering in general would help reduce crime and make the area safer. This would require a robust management and maintenance strategy. Equally, shared surfaces need reinforcement through design and policing to function as intended.

Below are the project outcomes the scheme seeks to improve:

**Collision Reduction** – there is a very high collision rate at present around the gyratory, caused by a combination of high vehicle speeds (as a result of the traffic signal control system, one-way operation and the generous highway geometry) and high levels of pedestrian activity. There have been 105 collisions around the gyratory in the three year period ending in April 2014. From analysis of the collision data, it has been identified that the most at-risk group within the gyratory are pedestrians and cyclists. Collisions involving 37 pedestrians and 24 cyclists have occurred in the past three years. Many of these are concentrated at the junction with Tramway Avenue with other specific clusters at Angel Lane and The Grove.

Restoration of two-way traffic, revised highway geometry and new signal-controlled all movements junctions with full and direct pedestrian crossing facilities will reduce accident rates.

**Speed Reduction** – related to the collision rate above, vehicle speeds are excessive for a town centre environment. The introduction of two-way traffic with less generous lane widths will immediately address speeds, but further interventions proposed include a new 20mph limit for the town centre. This speed limit will require being largely self-enforcing. Roads around Stratford Town Centre are all 30mph. However traffic speeds outside of peaks can be in excess of 40mph on sections of Great Eastern Rd past Meridian Square and on Broadway between Romford Rd and Stratford High St.

From observing the collision rates (the latest 36 months to the 30th April 2014) pedestrians (36.4%) and pedal cyclists (24.3%) form the highest proportion of collisions within the gyratory. These are seen to be clustered at particular locations throughout the gyratory. For example, at the junction with West Ham Lane and Tramway Avenue. 22 collisions are seen clustered within 50 metres of this junction of which eight are pedestrian related and five involve cyclists. The majority of these occur in daylight and typically involve vehicles failing to see pedestrians and cyclists as they pass through crossings and interchanges.

A second cluster was identified at Angel Lane junction where five cycle related collisions were recorded over the past three months. Four of these involve a vehicle turning left across a cyclist travelling eastbound. Four pedestrian collisions were also recorded to the west of Angel Lane by the existing bus stop.

Five pedestrian collisions were also noted at the main pedestrian crossing between Stratford station and Stratford shopping centre. Three of these involved vehicles colliding with pedestrians with cyclists colliding with pedestrians on the remaining two.

It has been identified that the most at-risk group within the gyratory are pedestrians and cyclists who have been involved in more than 60 collisions in the past three years. Many of these are concentrated at the junction with Tramway Avenue with other specific clusters at Angel Lane and The Grove.

The scheme design will therefore seek to reduce these collisions by providing improved and safer facilities for pedestrians and cyclists, by reducing lane widths and carriageway width, introducing two-way operation, reducing traffic speeds, and providing improved single stage pedestrian crossings and segregated cycle facilities. These will be targeted at the locations of the identified clusters.

Since the previous collision summary (to April 2014), there has been an additional 28 recorded collisions around the Gyratory, nine of which have occurred at the West Ham Lane/Tramway avenue interchange. Furthermore, 75% (21) have involved vulnerable road users (VRU) of pedestrians and cyclists. Pedestrians make up the majority of these. Thus, the trend for VRU related collisions has increased since the last update. While there no data has been collected for 2015, subjective evidence has shown that there has been at least one pedestrian fatality within the Gyratory in 2015.

Furthermore, the majority of these recent collisions have occurred in dark conditions. However, it’s noted that these latest stats occur in the second half of 2014 where there will be longer hours of darkness. Nevertheless, there has been a gradual increase in dark related collision in the past three calendar years.

The proposed design will seek to address these collision trends to robustly deal with these emerging trends. Examples will include an all-round pedestrian crossing stages at major junction with wider footways for increased refuge from passing traffic. Any stand-alone crossings will be double-cycled where possible to reduce the waiting time for pedestrians. Similarly, facilities for cyclists will be segregated where possible and augmented by early start facilities to reduce left-turn hook collisions. By providing a consistent cycle, bus and pedestrian infrastructure throughout the gyratory, it is believed that this influence modal shift to walking/cycling and away from private vehicles.

**Improving the Pedestrian Environment** – by improving the pedestrian environment this would create some degree of improvement to the quality of the public realm. Providing better designed crossing facilities could potentially reduce pedestrian delays. Similarly we would expect a degree of improvement to pedestrian comfort levels by addressing inadequate footway widths and removing trip hazards and obstacles in areas of high footfall. The improvement in pedestrian environment could potentially help rejuvenate the traditional high street along the Broadway, creating a better a space where people want to live, shop and move through. .

**Addressing Town Centre Traffic Dominance** – by addressing the traffic dominance which aims to encourage a greater sense of place in Stratford town centre, encouraging pedestrians to linger and use the public realm in a manner they do not at present.

**Encouraging Cycling** – the current highway configuration is a significant deterrent to cycle trips to Stratford due to its intimidating nature for all but the most confident cyclists. Improved cycle facilities are therefore a key outcome for the proposals, including the extension and improvement of Cycle Superhighway 2 Ext. through the town centre.

**Improving Network Efficiency** – Gyratories by their nature are inefficient – generating additional vehicle kilometres – and at around 1.5km in length, this is a significant issue in Stratford. More direct traffic routings will be possible saving on vehicle kilometres driven in the network. However there is a possibility that the change might introduce reduced journey times through the town centre.

**Improving Air Quality and Reducing Traffic Noise** – Related to the speed reduction and network efficiency outcomes, fewer vehicle kilometres driven in the network and a reduction in overall vehicle speeds (and the encouragement of a ‘smoother’ driving style as a result of physical interventions’) will have corresponding positive outcomes in terms of air quality and traffic noise.

**Improving Bus Services** – Route legibility is a key issue for London Buses, with the preference for buses to pass in both directions along the same corridor along their route. Gyratories disrupt this ideal, with buses in each direction having to run on different routes – often some distance apart. This presents challenges for unfamiliar passengers and results in over-complex and sometimes counter-intuitive bus stop locations and information. The situation is even more complex in Stratford due to the bus contra flow from the bus station which runs eastbound along Broadway behind the church. Some eastbound buses use this route but others do not.

More direct routings as a result of two-way operation will also benefit bus journeys, reducing bus mileage and journey times – and potentially also helping make the bus services more comprehensible to users (i.e. TfL prefer buses to use the same routes in both directions).

**Improving Interchange** – Stratford Regional Station is the most important transport interchange outside of London’s major terminal stations and is the 10th busiest station in the UK for 2014-2015 based on total number of passenger exists and entries and the bus station is also of sub-regional significance. Therefore improving the interchange experience at Stratford is a key outcome. Most obviously, the connection between the shopping mall and Meridian Square (railway and bus stations) will be markedly improved. In addition, taxi, bus and cycle interchange improvement outcomes will also be sought.

**Town Centre Transformation** – Footfall around Stratford is very high, in line with a key outer London town centre with a major transport interchange, one of Europe’s largest urban shopping centre and a host of administrative and community functions. Recent counts in the town centre mall show an average of around 480,000 a week pass through the mall and over 400,000 people cross between Meridian Square (at Stratford Regional Station) and the town centre every week. Transformation of the gyratory will deliver step-changes in the quality of the pedestrian environment in the town centre which will aid economic vitality and town centre performance and create a better ambience for visitors and businesses in general. It will reduce traffic speeds and severance, allowing for greater integration between the island site (the area currently encircled by the gyratory) with the traditional town centre and Westfield, and also with the wider area beyond. It will address the current significant safety issues for pedestrians and also improve their waiting times and crossing opportunities. In short, the proposals will improve the look and feel of Stratford to a level more commensurate with its elevated place in London’s town centre hierarchy.

All the outcomes should combine to deliver genuine town centre transformation, to create a place of the quality demanded by somewhere as important in London’s town centre hierarchy as Stratford – which is now a metropolitan centre following the publication in Future Alterations to the London Plan FALP.

## 3.0 Assessment of relevance

This section assesses the protected characteristics in terms of how relevant they are to the project and what impact the project will have on each of them. The relevance is set out as high, medium and low.

|  |  |
| --- | --- |
| **Protected Characteristics** | **Assessment of relevance:**  **High / Medium / Low**  **Reason for this assessment** |
| Age | **High**  Improved transport links with better placed bus stops and better pedestrian crossing points. Improved public realm for socialising and resting. Better use of space making areas safer for all ages. Improved lighting to make road users feel safer particularly at night. |
| Disability | **High**  Improved transport links with easier access to bus stops. Better placed crossing points which wheelchair users can access easily however possible conflicts between cyclists and vulnerable road users may be present due to an increase in cycling. Improved footway/road surfaces for road users with disabilities. Improved lighting to make users feel safer particularly at night. |
| Sexual Orientation/Gender Reassignment | **Low**  Improved public realm aims to improve safety for all vulnerable road users particularly at night. |
| Pregnancy and maternity | **Low**  Improved transport link, better placed crossing points and improved public realm for resting. |
| Race | **Low**  Improved transport link with easier access to bus stops, improved lighting and better public realm, all of which provides safety, particularly at night. |
| Religion/Belief | **Low**  Improved transport link with easier access to bus stops, improved lighting and better public realm, all of which provides safety, particularly at night. |
| Sex | **Low**  Improved transport link with easier access to bus stops, improved lighting and better public realm, all of which provides safety, particularly at night. |
| Class or socio-economic disadvantage | **High**  Improvements to the public realm, transport links will help to improve the profile of the area and as a result help reduce social deprivation. |

Table 1 EqIA weighting for Stratford Gyratory scheme

# 4. Assessment of impact and outcomes of the Stratford Gyratory Project

This assessment looks at the impact of the project on the equality characteristics that it is most relevant to, and the recommendations that will be put in place to mitigate where there they may be any resulting adverse impact. The impact is assessed in terms of POSITIVE, NEGATIVE or NEUTRAL.

| **EqIA Strand** | **Age** | **Disability** | **Class or Socio-economic Disadvantage** | **Recommendation** |
| --- | --- | --- | --- | --- |
| Stratford High Street/Great Eastern Road/Broadway | **POSITIVE**  Enhancing the area near the High Street would provide better crossing facilities for people of all ages. | **POSITIVE** Enhancing this section would provide better crossing facilities and improved footway surface for people with mobility issues. However there is potential conflict between cyclists and users at crossing points. | **POSITIVE**  Better public realm and improved crossing facilities for all. | This area will provide better crossing facilities. The public realm will improve within this area, with cycle facilities to be implemented. Where there is interaction between cyclists and pedestrians measurements will be put in place to slow cyclists down. The public realm footway surfacing will be looked at as a part of a wider scheme. |
| Great Eastern Road/Stratford Bus Station/Station Street | **POSITIVE**  Improved access, better crossing facilities, improved transport links to buses, taxis and Stratford Station. Better journey times. | **POSITIVE**  Improved access to buses i.e. better sited bus stops and taxi stops. Better journey times. Better crossing facilities and improved footway/ surface. | **POSITIVE**  Accessibility improved, better transport links i.e. better sited bus stops and better crossing points. Better sited bus stops which will allow travelling to various locations easier. | More bus stops will be installed as a part of the gyratory becoming a two-way working. Proposals are being considered to relocate taxis closer to the station entrance. Better and wider crossing facilities will be provided for all users. |
| Great Eastern Road/Angel Lane | **POSITIVE**  Improve access to Theatre Square etc. via improved crossing points, better public realm, improved transport links and improved lighting to make all ages feel safer. | **POSITIVE**  Improved access to Theatre Sq. etc. via improved crossing facilities, better footway surfaces and improved transport links. Possible shared space conflict with cyclists. | **POSITIVE**  Better use of public realm, improved lighting to make road users feel safe, open public spaces. | Proposals are being looked at to improve better connections between Theatre Square and Stratford Station. |
| Great Eastern Road/The Grove | **POSITIVE**  Accessibility to shops, better transport links, improved public realm for socialising and improved lighting to ensure safety. | **POSITIVE**  Improved transport links, better public realm for socialising and improved footway surfaces. Possible conflict between cyclists and users. | **POSITIVE**  Invite people to the area by improving accessibility to the shops, providing better transport links by creating more cycling access. | This area will provide better accessibilities for pedestrians to access the shops. The footway surfacing will predominantly remain the same in some areas of this location. Where there is interaction between cyclists and pedestrians measurements will be put in place to slow cyclists down. |
| The Grove/Romford Road/Broadway | **POSITIVE**  Encourage young children/adults to use the area to access the library and restaurants. Better footway space with less street clutter. Better transports links which will encourage people to come into the area. | **POSITIVE**  Easier accessibility to shops, library and restaurant by providing a less cluttered street environment Possible shared space conflict between cyclists and pedestrians. | **POSITIVE**  Promote people to use the area in order to access the library, shops and restaurants. Reduced conflict when cyclists are shifted to the carriageway.Cycle facilities are better. Transport links improved. Improved public spaces to encourage communities to interact. | Certain areas within this section will become shared spaces with occasional vehicle access for delivery/loading facilities. The shared spaces will be clutter free. Footways were possible will be wider to allow pedestrians to move freely. Cyclists will be segregated in some sections so the interaction between cyclists and pedestrians will be minimal in certain areas. Where there is interaction between cyclists and pedestrians measurements will be put in place to slow cyclists down. |
| Broadway/West Ham Lane | **POSITIVE**  All ages can access the area with improved public realm and transport links. Better layouts so all ages can gather to socialise. Area to be more inviting with less traffic. Places where markets can be accessed. | **POSITIVE**  Improved footway surfaces with less clutter for people with mobility issues. Area to socialise. Better transport links which can be accessed easily. Possible shared space conflict between cyclists and users. | **POSITIVE**  Areas to socialise which will be created as a part of improving the public realm. Reduce street clutter therefore more inviting for people to use the area. Create places for resting. Transport links will be improved with easier accessibility. | This area will be shared space with limited access to vehicles for delivery/loading. Proposals are currently being looked at as a part of the design to enhance the public realm with soft landscaping. Where there is interaction between cyclists and pedestrians measurements will be put in place to slow cyclists down. |

Table 2 EqIA Assessment of the Stratford Gyratory Scheme Delivery

# 5. Consultation

Consultation for this scheme will be an ongoing process. Currently the project team and design team are working towards finding an option which can be taken forward for public consultation in summer 2016.

Early discussions have been carried out with both internal and external stakeholders. The initial consultation included inviting various stakeholders from different user groups to attend sessions where they were asked to provide general views on the aspiration to change the gyratory from one way to two way operation. Various groups have provided comment such as Action and Rights group, cycling groups, emergency services, TfL buses, TfL coaches, TfL taxis, various businesses and local BID team.

The general views were that changing the current gyratory layout would be welcomed due to the number of collisions that have taken place. Stakeholders wanted the project team to consider the following points when looking into the design options:-

* Improved public realm areas
* Safer roads by reducing speeds and reducing collisions
* Easier access for people with disabilities
* Easy accessibility for public transport - all users
* More cycle facilities
* Introduce a more High Street environment

Informal consultations will take place up until the public consultation in 2016 to ensure various stakeholder views continue to be captured at different stages of the project. This section of the EqIA will be updated with current stakeholder consultation results as and when they are available.

# 6. Construction Phase

During the construction phase the assessment will focus on the impact it will have on different characteristics, the table below looks at the impact, at a high level when the construction phase begins. Impact is classed as either Positive or Negative. This is a live document and will be updated during the construction phase to reflect changes on site:

|  |  |  |
| --- | --- | --- |
| **Protected Characteristics** | **Impact** | **Mitigations** |
| All relevant Groups | Negative, due to:   * Limited footway space * Uneven surfacing * Noise * Dust * Diversions * Part road closures * Footway closures * Temporary public transport delays due to bus stop closures. | * Adequate footway space will be given for all pedestrians whilst works are being undertaken. Uneven footway surfacing will be covered where necessary. * Noise levels will be controlled and kept to certain times of the day. * Dust will be controlled by having dust minimising equipment on site. * Diversions and footway closures will be signed. * Temporary bus stops will be located as close as possible to the original stops. |

Table 3 Construction Impact Assessment

# 7. Project Programme

High level programme for the Stratford scheme



# 8. Conclusion and Recommendations

This EqIA has been carried out to analyse how the proposed Stratford Gyratory scheme will impact different characteristics. Table 1 gives an assessment of relevance for each characteristic for the project and Table 2 looks at the project by analysing each section within the whole scheme area, the table classes’ impact either as a High, Medium or No significant benefits or risks identified. Table 3 looks at the impact the construction phase of the project will have on different groups. The construction impact table will be updated once construction is due to start, at present it is very high level due to the project being in its initial stages within the project lifecycle.

The project will provide a positive impact across all equality groups as it will improve public realm, transport facilities, cycling provisions, improve network efficiency, bring transformation to the town centre and improve interchange. However there are potential impacts such as conflict between cyclists and users as well as reduced journey times through the town centre which will not be known until further modelling has been carried out. Modelling is currently being undertaken and when the project team know more information this document will be updated to reflect the results. .

As a part of making improvements the Stratford project teams have already carried out first round of consultations with various stakeholders but a more in-depth consultation is due to take place in summer 2016, the results from these consultations will be presented within this document, when final designs of the schemes have been established. Prior to the in-depth consultations, stakeholders will be met late to understand more about the equalities impacts that will be affected by the scheme; these will also be inputted into this report once they are available.

The project team will treat this document as live which will be updated throughout the project lifecycle.

For further information regarding the project please visit the Stratford Gyratory webpage by clicking on the link below:

[www.newham.gov.uk/gyratory](http://www.newham.gov.uk/gyratory)