



Equality Impact Assessment

Subject:

Date: 17 January 2012

Equality Impact Assessment

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| What is the organisation strategy or policy being assessed? Bradford District (including Keighley) Bus Network Review | Department: Bus Services | Date: 17 January 2012 |
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1. Responsibility and Ownership

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| Service Area: Bus Services |
| Lead Officer: Dave Pearson, Assistant Director Transport Services |
| Members of the assessment team: Neale Wallace, Bus Services Manager Clare Davies, Bus Services Consultation Team Leader Russell Arden, Bus Network Design Team Leader |
| Any others involved in the assessment (peer review / external challenge): Neil Moore, Senior Transport Planner, Bradford Council Steve Grisag, Development Officer (Inclusion and Mobility), Bradford Council |

2. Terms of Reference

Briefly describe the aims of the strategy or policy you are assessing:

A reduction in central government funding to local government has resulted in Metro seeking to reduce expenditure on tendered bus services by 25% across West Yorkshire. Metro has reviewed tendered services in the Bradford District to assess where savings can be made. A separate review was also carried out in the Keighley Area. The review also sought to address changing West Yorkshire travel demands and the aims of the third local Transport Plan.

Extensive stakeholder and public consultation was carried out during September 2011 and Metro endeavoured to make the consultation as inclusive as possible. Public drop-in sessions were held at a number of places across the District at different times including early morning (from 07:00) evenings (until 19:00) and Saturdays. A total of 10 drop-in sessions were held across the District, staffed for a total of 82 hours. The information was available on Metro's website, and was well promoted via the Press (T&A and Keighley News). Bradford Mobility Planning Group was also consulted. The attached appendix shows the original proposals and how they have changed as a result of consultation.

The review has been carried out in partnership with commercial operators and the consultation incorporated their proposed changes. This Equality Impact Assessment covers the tendered services which Metro has responsibility for and not all the commercial proposed changes.

The review has also involved re-allocating resources (to ensure maximum benefit from the reduced tendered budget) and simplifying networks to make them easier for passengers to understand.

As a result of the review some areas will end up with a reduced bus service frequency and / or loss of services at certain times of the day / days of the week. Evening and Sunday services will be most affected.

The revised services will be introduced in April 2012.

Who is intended to benefit from the outcomes of the strategy or policy?

The aim of the review was to mitigate as far as possible the impact upon communities of Metro's need to reduce expenditure on bus services.

What objectives are intended to be delivered by the strategy or policy?

The review has provided an opportunity to consider a number of elements of the West Yorkshire Local Transport Plan, which sets out a 15 year strategy for developing and managing an integrated transport system that will support economic growth, reduce carbon dependency and improve quality of life.

- Assessment of the public transport hierarchy in Bradford District, with core commercial bus services identified and promoted.
- The concept of hubs has also been considered, with Shipley being developed as a mini transport hub.

Please list other strategies and policies and operational areas which relate to this strategy or policy:

ITA Policies
LTP 3

3. Equalities implications

Is there reason to believe that any people who share a protected characteristic could be *adversely* affected by this strategy or policy?

Protected characteristics are: age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

Yes.

Which people sharing a protected characteristic are affected?

Bus services are used by all sectors of the community though consultation has generated most feedback from older and / or disabled people.

4. Evidence of adverse impact or unmet needs

| What is the concern about adverse impact or unmet needs on the grounds of: | What evidence do you have for this? |
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| Age | Data not collected as part of the consultation but the National Travel Survey and Metro's Tracker Survey 2011 shows that bus use is highest amongst 17-20 year olds and those aged 60+. Changes to services could impact these groups disproportionately. The review has sought to maintain access to a daytime bus service to address accessibility needs |
| Disability | Data not collected as part of the consultation but the proportion of adults with a disability increase with age and these groups are more likely to be reliant on public transport. Disabled people may experience longer journeys however all vehicles operating tendered services will now comply with DDA legislation ahead of the 2016 deadline. |
| Gender reassignment | Data not collected as part of the consultation. No evidence this group will be adversely impacted. |
| Pregnancy and maternity | Data not collected as part of the consultation but reduced levels of service on routes may make journeys longer for pregnant women particularly on way to/from appointments. |

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| Race | Data not collected as part of the consultation. No evidence this group will be disproportionately impacted. |
| Religion or belief | Data not collected as part of the consultation. No evidence this group will be disproportionately impacted. |
| Sex | Data not collected as part of the consultation however the National Travel Survey indicates a greater proportion of bus users are female. |
| Sexual orientation | Data not collected as part of the consultation. No evidence this group will be disproportionately impacted. |

5. Decisions and recommendations

Following the assessment, is further action required?

Metro undertook extensive consultation to understand the impact of the proposals. A number of actions have been taken after analysing the consultation feedback – see the attached appendix.

What are your recommendations? Do you need to:

- **Take any immediate action?** The appendix shows the changes which have been made as a result of consultation. The tendered bus services will be reviewed 6 months after the service change (in October 2012).
- **Prioritise the problems identified and develop equality objectives and targets for people who share protected characteristics based on this assessment?**

Not applicable

- **Conduct to a more detailed impact assessment?**

Not applicable

List the specific actions that will be taken to address the problems you have identified:

See Appendix. A number of services were amended following consultation.

Who will do this?

Bus Services Team

Signature of lead officer:

Name of lead officer: Dave Pearson

Date: 17th January 2012

Bradford District Bus Review Changes following Consultation

Shipley/ Baildon/ Bingley/ Cottingley/ Windhill/ Wrose

| Service | Route | Original proposal discussed in Consultation | Any changes / actions following feedback? |
|-----------------------------|---|--|---|
| 615/616 | Eldwick – Bingley – Cottingley – Bradford | The 06:40 Bradford - Allerton and 07:04 Allerton - Bradford Saturday journeys on service 615 to be withdrawn due to low passenger use The 22:42 Eldwick - Bradford Sunday journey on service 616 to be withdrawn due to low passenger use | No. Service to be changed as originally proposed. |
| 624 | Shipley Glen – Shipley – Wrose – Bradford – Bowling Park – West Bowling | To operate between Shipley and Bradford only. Commercial service. Half hourly. The Bowling Park service is replaced by 647. The Shipley Glen service is replaced by 677. | No changes to proposals in North Bradford. The service will operate Shipley – Wrose – Bradford - Bowling Park - West Bowling - Bradford every 30 minutes. |
| 629 | Bingley – Cottingley – BRI – Heaton – Shipley – Windhill | To operate Shipley – Windhill – Heaton – BRI – Lidget Green – Odsal Morrisons. Hourly. The Bingley – BRI section is replaced by 680. | Route changes to be introduced as proposed Sunday services will be withdrawn. The Windhill area will be covered on Sunday daytime by service 659, same as in the evening |
| 649 | Esholt – Baildon – Shipley – Bradford | Service to operate between Shipley - Baildon - Esholt only, with interchange to Bradford possible at Shipley Market Place. The proposal would provide more journeys to Baildon | No. Service to be changed as originally proposed. |
| 656/657/ 658/659 | Lucy Hall – Baildon – Shipley – Bolton Woods – Bradford | Minor changes to timetable. Hourly. | The 659 timetable has been revised as a result of the consultation. The present 2-hourly evening operation to Lucy Hall Drive will be retained. The Sunday daytime service will replicate the evening pattern, which provides network simplification and mitigates the withdrawal of Sunday 629. The last journey from Bradford would be at 21:40, same as at present. |
| 660 | Saltaire – Shipley – Thackley – Bradford | To operate to Shipley only. Hourly. The Saltaire service is replaced by 679. Route to include West Royd Road and Wrose Brow Rd. | No. Service to be changed as originally proposed. |
| 675/677 | Cottingley – Shipley – Windhill – Bradford – West Bowling | To operate via Bradford Road/Bingley Road, no longer serving Nab Wood. Commercial service. The Nab Wood service is replaced by 678. 677 will be rerouted to Shipley Glen to replace 624. | No. Service to be changed as originally proposed. First asked to consider links to Salts Grammar. |
| 680 | Bradford – Heaton – Lidget Green – Smiddles Lane | To operate Bingley – Bradford via Cottingley, BRI and Heaton. Replaces 629 between Bingley and BRI. | No. Service to be changed as originally proposed. |

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| | | Part tendered. Bingley – BRI tendered section will be hourly. BRI – Bradford commercial section will be half hourly. | |
| 846 | ShIPLEY – Wrose – Bolton – Bradford – Wibsey – Buttershaw | Replaced by new service 646/647 between ShIPLEY and Bradford. | Service 846 to be retained half hourly between ShIPLEY and Bradford and hourly between Bradford and Buttershaw |
| 678 | Cottingley – Nab Wood – ShIPLEY | New service to replace the Nab Wood route currently served by 675/677. Tendered. Hourly. The service will use Saltaire Road. | The 678 is now proposed to start earlier and finish later (Monday to Friday) in response to the consultation; times similar to present 675/677. |
| 679 | Hirst Wood – Saltaire – ShIPLEY | New service to replace the Saltaire – ShIPLEY portion of 660. Extended to Hirst Wood. Tendered. Hourly. | No. Service to be introduced as originally proposed. |

West Royd / Idle/ Thackley/ Thorpe Edge/ Greengates/ Eccleshill/ Undercliffe

| Service | Route | Original proposal discussed in Consultation | Any changes / actions following feedback? |
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| 610/611/ 612 | ShIPLEY – Thackley – Bradford – Buttershaw/Queensbury | <p>610 will operate direct via Leeds Road. The West Royd Road and Wrose Brow Road service is replaced by 660. The following journeys will be withdrawn due to low passenger use:</p> <p>09:40 ShIPLEY – Bradford (Service 610 Sundays) 10:40 ShIPLEY – Bradford (Service 610 Sundays) 10:05 Bradford – ShIPLEY (Service 610 Sundays) 05:50 Bradford - ShIPLEY to be withdrawn due to low passenger use (Service 611 Monday to Friday) 22:25 Five Lane Ends - ShIPLEY (Service 612 Monday to Friday) 22:30 Five Lane Ends - ShIPLEY (Service 612 Saturday) 23:05 Five Lane Ends - ShIPLEY (Service 612 Monday to Saturday)</p> <p>The 05:15 Bradford - ShIPLEY journey on service 611 (Monday to Friday) to be re-timed to 05:30. All commercial journeys will be retimed.</p> | <p>No. Service to be changed as originally proposed. Complaints were received from West Royd Road and Wrose Brow Road but not operating the 610 via the estate will improve reliability. West Royd Road and Wrose Brow Road will still have an hourly tendered service (660)</p> |
| 660 | Saltire – ShIPLEY – Thackley – Bradford | Rerouted via West Royd Road and Wrose Brow Road to replace 610. Hourly. | No. Service to be changed as originally proposed. |

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| 670 | Bradford – Killinghall – Greengates – Calverley – Leeds | Service reduced from half hourly to hourly on the part-tendered section between Bradford and Calverley. The Calverley – Leeds commercial section will remain half hourly. | First to retain half hourly service, hourly via Killinghall hourly via Bolton Rd |
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Bierley/ Dudley Hill/ East Bowling/ Laisterdyke/ Thornbury/ Bradford Moor/ Tyersal

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| 624 | ShIPLEY Glen – ShIPLEY – Wrose – Bradford – Bowling Park – West Bowling | To operate between ShIPLEY and Bradford only. Commercial service. The Bowling Park service is replaced by 647. | The service will operate ShIPLEY – Wrose – Bradford – Bowling Park – West Bowling - Bradford every 30 minutes |
| 630 | Bradford – Tyersal | The 23:22 Tyersal - Bradford Monday to Saturday journey will be withdrawn due to low passenger use | No. Service to be changed as originally proposed. |
| 646 | ShIPLEY – Wrose – Bolton – Bradford – Wibsey | New hourly service | In order to accommodate the retention of services to East and West Bowling, the service on Smith Avenue, Wibsey will reduce to hourly |

Buttershaw/ Little Horton/ West Bowling/ Wibsey

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| 610/611/612 | ShIPLEY – Thackley – Bradford – Buttershaw/Queensbury | Some early morning and late evening journeys will be withdrawn due to low usage. All commercial journeys will be retimed. | No. Service to be changed as originally proposed. |
| 614 | Fagley – Bradford – Great Horton – Wibsey – Odsal | To operate to Wibsey only. Commercial service. The service between Wibsey and Odsal via Smith Avenue is replaced by 646. | No. Service to be changed as originally proposed. |
| 619 | Bradford – Little Horton – Listerhills – BRI | Withdrawn due to low usage. | No. Service to be withdrawn as originally proposed. |
| 629 | Bingley – Cottingley – BRI – Heaton – ShIPLEY – Windhill | To operate ShIPLEY – Windhill – Heaton – BRI – Lidget Green – Odsal Morrisons. Hourly. | No. Service to be changed as originally proposed. |
| 675 | Cottingley – ShIPLEY – Windhill – Bradford – West Bowling | Some early morning journeys between West Bowling and Bradford will be withdrawn due to poor usage. | Service will operate Cottingley – ShIPLEY – Windhill – Bradford only. See the 624 comments for the revised service to West Bowling. |
| 680 | Bradford – Heaton – Lidget Green – Smiddles Lane | To operate Bingley – Bradford via Cottingley, BRI and Heaton. Part tendered. Bingley – BRI tendered section will be hourly. BRI – Bradford commercial section will be half hourly. The BRI – Smiddles Lane section is replaced by 629. | No. Service to be changed as originally proposed. |
| 681 | Fagley – Bradford – Odsal – | The 05:33 Shelf - Bradford journey (Monday - Friday) will | No. Service to be changed as originally proposed. |

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| | Halifax | be withdrawn due to low passenger use | |
| 845/846 | Shipley – Wrose – Bolton – Bradford – Wibsey – Buttershaw | 846 to operate Bradford – Buttershaw only, and rerouted via Canterbury Avenue instead of Park Lane. Commercial service. Service reduced to operate hourly. 845 evening service is replaced by 646. 845 Sunday service will operate as 846. | 846 is a commercial service which First is to reduce from half hourly to hourly. First advise current patronage does not support a half hourly service Suggested to First that current route is retained following complaints. |

Heaton/ Lidget Green/ Shearbridge/ Great Horton/ Thornton/ Clayton

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| 615/616 | Eldwick – Bingley – Cottingley – Bradford | The 06:40 Bradford - Allerton and 07:04 Allerton - Bradford Saturday journeys on service 615 to be withdrawn due to low passenger use The 22:42 Eldwick - Bradford Sunday journey on service 616 to be withdrawn due to low passenger use | No. Service to be changed as originally proposed. |
| 619 | Bradford – Little Horton – Listerhills – BRI | Withdrawn due to low usage. | No. Service to be withdrawn as originally proposed. |
| 629 | Bingley – Cottingley – BRI – Heaton – Shipley – Windhill | To operate Shipley – Windhill – Heaton – BRI – Lidget Green – Odsal Morrisons. Hourly. The Bingley – BRI section is replaced by 680. | No. Service to be changed as originally proposed in this area. |
| 680 | Bradford – Heaton – Lidget Green – Smiddles Lane | To operate Bingley – Bradford via Cottingley, BRI and Heaton. Part tendered. Bingley – BRI tendered section will be hourly. BRI – Bradford commercial section will be half hourly. The BRI – Smiddles Lane section is replaced by 629. | No. Service to be changed as originally proposed. |

KEIGHLEY

| Service | Route | Original proposal discussed in Consultation | Any changes / actions following feedback? |
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| 500 | Keighley - Haworth - Oxenhope - Hebden Bridge | New timetable proposed and the service will be renumbered 663. No change in frequency | Retimed to improve the connection with the Blackpool trains (one per hour) rather than the Manchester trains (3 per hour). Following timing checks more running time will be introduced between Haworth and Hebden Bridge to improve reliability. 2 options have been tendered (one including a morning peak period journey which would arrive at |

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| | | | Hebden Bridge at 08:50 Mondays to Saturdays). Introduction of this journey will depend on the tenders received and the price. Decision on service number deferred until the successful contractor is known. |
| 662 | Bradford - Saltaire - Bingley - Keighley | This core service will operate without subsidy from Metro. Metro only currently funds the 0515 journey from Keighley | No. |
| 663 | Keighley - Haworth - Oxenhope | This service will operate without subsidy from Metro. | No. |
| 665 | Keighley - Haworth - Oakworth | Service to be re-timed. This service will operate without subsidy from Metro. | No. |
| 703 | Keighley - Guard House - Braithwaite | This core service will operate without Metro subsidy | No. Keighley and District will be informed of the request that this is changed to cover part of the 710 route in the evenings. |
| 704 | Keighley - Thwaites Brow | Service operates without Metro funding | Keighley and District will be informed of the request that this service is re-routed via Parkwood Flats. |
| 705 | Keighley - Parkwood Flats - Thwaites Brow | The first return journey on a Sunday will be withdrawn due to low use. Metro will continue to fund evening and other Sunday services. | The timetable will be revised, with buses due to depart Keighley Bus Station at xx:35. |
| 706 | Keighley - Oakworth Road - Fell Lane | Metro will pay for 2 additional journeys at 11:35 and 12:35 on a Sunday. The Sunday evening services will be withdrawn due to low passenger use. | No. Service to be changed as originally proposed. The 717 service will be retimed to provide better coordination with the 706 up Oakworth Road on evenings and Sundays |
| 708 | Keighley - Riddlesden | New timetable proposed with revised route serving Thwaites Bridge, Parkwood Street and Coney Lane to replace service 711 | No. Service to be changed as originally proposed. Dalton Lane will be served every 2 hours by the 729 service. They will also benefit from a direct bus service to Bingley. |
| 710 | Keighley - Devonshire Street - Highfield Rd - Braithwaite Road - Laycock | Evening journeys after 18:30 to be withdrawn. Laycock and Braithwaite Road to be served by service 917. | 18:35 Keighley Bus Station – Laycock, and 18:48 Laycock – Keighley Bus Station restored (daily). 917 (evenings) rerouted via 710 route between Laycock and Keighley |
| 711 | Keighley - Thwaites - Parkwood Flats | This service will be withdrawn. Service 708 will be altered to maintain a service on Parkwood Street | No. Service to be changed as originally proposed. Dalton Lane will be served every 2 hours by the 729 service. They will also benefit from a direct bus service to Bingley. |

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| 715 | Keighley - Goulbourne Street - Upper Hird Street - Broomhill | Timetable to be revised. Service to be reduced from every 30 minutes to hourly | No. Service to be changed as originally proposed. Few complaints were received about the service changing from half hourly to hourly. |
| 716 | Keighley - View Road - Broadlands - Black Hill | Timetable to be revised. The 09:00 Keighley - Black Hill and 09:11 Black Hill - Keighley journeys on Mondays to Saturdays to be withdrawn due to low passenger use. | No. Service to be changed as originally proposed. |
| 717 | Keighley - Oakworth Road - Exley Head - Oakworth | This core service will operate without Metro subsidy | Evening and Sunday journeys will be retimed to improve co-ordination with service 706 on Oakworth Road (becomes more important due to 717 being reduced to hourly from the same date). Evening journeys are commercial, and the change has been agreed with the operator. |
| 719 | Keighley - Ashbourne Road - Bracken Bank - Staveley Road- Ingrow - Keighley | This core service will operate without Metro subsidy | No. Keighley and District will be informed of the requests to serve Harewood. |
| 720 | Keighley - Spring Bank - Ingrow - Bracken Bank - Haworth - Oxenhope | Revised timetable proposed. Some evening and Sunday journeys to be withdrawn. Off peak service to only operate between Keighley and Oakworth (Windsor Road). | 16:58 Oxenhope – Keighley (Mondays to Fridays) moved back to 17:03 for passengers finishing work in Oxenhope at 17:00. Retimed off-peak and Saturdays. Community Transport option being considered for Haworth and Oxenhope. |
| 727 - 9 | Keighley - Morton - Bingley - Harden - Wilsden - Cullingworth | Revised timetable proposed. Some poorly used early morning and late evening journeys to be withdrawn. 06:47, 17:40, 21:40, 22:40 (Service 727, Monday - Saturday) Keighley – Cullingworth. 18:30, 21:30 and 22:30 (Service 727, Monday - Saturday) Cullingworth – Keighley 07:05 (Service 728, Saturday) East Morton – Keighley <u>Other proposed timing changes to include:</u> 08:08 (Service 727, Monday - Friday) Cullingworth – Keighley retimed to depart at 08:04 08:28 (Service 727, Saturday) Cullingworth – Keighley retimed to depart at 08:04 as per Monday - Friday journey. 16:29 (Service 727, Monday - Friday) Cullingworth – Keighley to operate as service 729 at 16:32 (direct via Halifax Road/Bingley Road, and not via Wilsden). 07:05 (Service 728, Monday - Friday) East Morton – | 729 rerouted via Dalton Lane to cover part of 708 route. Additional running time one minute inbound only. Evening service moved back by 5 minutes in order to improve connections with trains at Bingley. |

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| | | Keighley renumbered service 727. | |
| 760 | Keighley - Bingley - Shipley - Greengates - Calverley - Rodley - Leeds | The 06:11 Greengates - Keighley Monday to Friday journey to be withdrawn due to low passenger use | 06:11 Greengates – Keighley Bus Station restored (Monday to Friday). Running time reduced by 2 minutes following timing check. |
| 762 | Keighley - Steeton - Silsden - Addingham - Ilkley | No changes planned | |
| 765 | Keighley - Steeton - Silsden - Addingham - Ilkley | No changes planned | |
| 903 | Airedale Hospital/Keighley - Steeton - Silsden - Addingham | No changes planned | |
| 915 | Keighley – Hainworth/Oxenhope Circular | 08:00 Keighley – Oxenhope – Keighley (school holiday-only journey) to operate as service 916 at 07:55 as on schooldays. | No. Service to be changed as originally proposed. |
| 916 | Keighley – Stanbury / Oldfield / Laycock Circular | Service improved to provide one additional Monday to Saturday journey | 15:25 Keighley Bus Station – Oakworth – Oakfield – Stanbury journey rerouted via Wheat Head Lane and Holme House Lane in order to provide additional facilities for Oakbank School pupils and eliminate the large gap in service in the Cure Hill area of Oakworth. This is experimental, and if it attracts complaints the present route will be restored. |
| 917 | Keighley – Oxenhope / Stanbury / Oldfield Circular | Timetable to be revised. Service to be rerouted via Goose Eye and Laycock, with additional journeys between Keighley and Laycock, to replace journeys withdrawn on service 710. | 19:15 Keighley – Laycock and 19:27 Laycock – Keighley deleted from the timetable due to the restoration of 710 at 18:35. 917 (evenings) rerouted via 710 route between Laycock and Keighley. Timing point at Redcliffe Grove incorporated as per 710. Running time adjusted accordingly. 917 journeys Sunday daytime to remain operating direct via West Lane renumbered 918 (during the period of 710 operation on Sunday daytime). |
| 918 | Keighley – Oxenhope / Stanbury / Oldfield / Laycock Circular | Service will be renumbered 917 (see proposed service 917 changes above) | 917 journeys Sunday daytime to remain operating direct via West Lane renumbered 918 (during the period of 710 operation on Sunday daytime). |