



Equality Impact Assessment

Subject:

Date: 17 January 2012

Equality Impact Assessment

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| What is the organisation strategy or policy being assessed? | Department: | Date: |
| Wakefield District Bus Network Review | Bus Services | 17 January 2012 |

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): Janet Ward, Senior Project Leader, Wakefield 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in the Wakefield District to assess where savings can be made and journeys with very low passenger loadings will be withdrawn. 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. Ward Councillors, Parish and Town Councillors and Passenger Consultative Committee Members were invited to Stakeholder briefings. Public drop-in sessions were held at a number of places across the District, particularly to the east of the District where the biggest changes were proposed (Wakefield City Bus Services will be reviewed in 2012). 5 public drop-in sessions were held across the District, staffed for a total of 38 hours (Castleford Bus Station, Pontefract Bus Station, Wakefield Bus Station, Hemsworth Bus Station, South Elmsall Library). The information was available on Metro's website, and was well promoted via the Press. 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 Wakefield District, with core commercial bus services identified and promoted.
- The concept of hubs has also been considered

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 | <p>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</p> <p>The review did not include services whose specific purpose is to provide journeys to school or college.</p> |
| Disability | <p>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.</p> <p>The review recognised that, in some parts of Wakefield District, the proportion of the adult population with a disability is greater than the national average.</p> <p>Disabled people may experience longer journeys however all vehicles operating tendered services will now comply with DDA legislation ahead of the 2016 deadline.</p> |
| Gender reassignment | <p>Data not collected as part of the consultation. No evidence this group will be adversely impacted.</p> |

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| 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. |
| 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: 17 January 2012

Wakefield Bus Review Changes following Consultation

Pontefract

| Service | Route | Original proposal discussed in Consultation | Any changes / actions following feedback? |
|---------|---|---|--|
| 35 | Barnsley - Hemsworth - Pontefract | <p>The current hourly evening and Sunday services from Pontefract to Hemsworth via Ackworth (35) and Pontefract to Hemsworth via Upton (46) will be replaced by an hourly Pontefract to Upton service via Ackworth, Hemsworth and South Elmsall (new service 45). Patronage is poor on both of the current services and the proposed new service caters for the vast majority of passengers using reduced resources.</p> <p>The last evening departure from Pontefract will be at 2128 (Monday to Saturday) and 2028 (Sunday). The 0705 Saturday journey from Hemsworth to Pontefract will be withdrawn due to low passenger use.</p> | See Service 45 for changes to route between Pontefract and Ackworth. |
| 45 | Pontefract - Ackworth – Hemsworth - South Elmsall - Upton | New Service proposed | <p>As a result of consultation, it is proposed to reroute between Pontefract and Ackworth via Ackworth Road instead of Purston Jaglin. Reasons are as follows:-</p> <ol style="list-style-type: none"> 1. Proposed Service 45 timetable has only 5 minutes standing time in two hours. A more direct route will ensure sufficient recovery time. 2. Withdrawal of 46 and 408/409/430 removes all evening services from Ackworth Road in Pontefract. The diversion would reinstate a service. 3. Services 148/149, 157 & 177 provide evening services from Pontefract to Purston, Travellers Rest. Service 45 is not essential for this section of route 4. Passengers currently using Service 46 between South Elmsall, Upton and Pontefract face a much increased journey time on the new Service 45. The revised route |

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| | | | <p>would reduce this by a few minutes.</p> <p>5. A disadvantage is that customers travelling from Purston Jaglin to Ackworth would have to travel via Pontefract. Ticket machine data does show a limited use, 30 passengers boarded on Sundays at Purston Jaglin to travel towards Ackworth over a total of 58 journeys, less than 0.5 pax per trip.</p> |
| 46 | Barnsley - Hemsworth - South Elmsall - Upton - Pontefract | <p>See Service 35 for changes to the evening and Sunday service. There will be no evening service between Upton and Pontefract via Thorpe Audlin.</p> <p>The 0608 Saturday South Hiendley to Pontefract journey will be withdrawn due to low passenger use, apart from this there will be no change to the Monday to Saturday daytime service.</p> | |
| 408 | Pontefract - Darrington - Wentbridge - Askern - Sutton - Doncaster | <p>Service to operate hourly during Monday-Saturday daytime only between Pontefract and Wentbridge. The Wentbridge to Doncaster section will be withdrawn.</p> <p>Service 495 will provide a Sunday day time link between Pontefract, Darrington and Thorpe Audlin.</p> | <p>Complaints have been received regarding loss of link to Doncaster (West Yorkshire residents) and loss of service (South and North Yorkshire Residents)</p> <p>All feedback has been sent to NYCC, SYPTE and Arriva for their consideration</p> <p>Tender options will enable the provision of service to Doncaster if NYCC/ SYPTE are able to contribute.</p> |
| 409 | Pontefract - Darrington - Womersely - Kirk Smeaton - Askern - Sutton - Doncaster | <p>Service to be withdrawn, replaced by Service 408 between Pontefract and Darrington</p> | <p>See 408 – Tender Options will allow through service to continue if NYCC/SYPTE are willing to contribute.</p> |
| 430 | Pontefract - Barnsdale Bar - Carcroft - Doncaster | <p>Service to be withdrawn.</p> <p>Replaced between Pontefract and Thorpe Audlin during Sunday daytime by new Service 495, Wakefield - Upton - Darrington - Pontefract.</p> | |

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| 495 | Wakefield – Hemsworth - South Elmsall – Upton - Thorpe Audlin – Wentbridge – Darrington - Pontefract | New Sunday day time Service Proposed. During the Sunday day time period, the 496 journeys that currently terminate at South Elmsall will be extended to Pontefract via Upton, Thorpe Audlin and Darrington. These journeys will be renumbered 495. | |
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Castleford / Knottingley

| Service | Route | Original proposal discussed in Consultation | Any changes / actions following feedback? |
|---------|---|---|---|
| 188 | Wakefield - Normanton - Castleford - Airedale - Knottingley | Evening services between Knottingley and Castleford will be withdrawn as the review revealed particular low levels of use of evening services in this area. An hourly link between Knottingley and Pontefract will be maintained. Some poorly used early morning and late evening journeys will also be withdrawn. 0512 and 1933 Castleford to Knottingley (Monday to Friday) 2245 Wakefield to Castleford (Monday to Friday) 1907 and 2007 Knottingley to Castleford 0623 Castleford to Knottingley (Saturday) 1823 and 1923 Castleford to Knottingley (Saturday) 1857 and 1957 Knottingley to Castleford (Saturday) 2256 Castleford to Kirkthorpe (Saturday) 0932, 1832, 1947 Castleford to Knottingley (Sunday) 0945 Wakefield to Knottingley (Sunday) 2245 Wakefield to Castleford (Sunday) 1712, 1807, 1907, 2022 Knottingley to Castleford | |

South Wakefield

| Service | Route | Original proposal discussed in Consultation | Any changes / actions following feedback? |
|---------|---|--|--|
| 59 | Barnsley - Royston - Notton - Newmillerdam - Wakefield | The evening service between Wakefield and Royston (service 59) will be withdrawn due to very low use. An hourly Sunday daytime service from Wakefield to Royston to be tendered for 12 months on a "use it or lose it" basis. The service would enable connections at Royston for Barnsley. | The current Sunday and evening timetable does not show connections at Royston. Consultation revealed that there was a chance of a few more passengers if the timetable showed connections. New timetable must show connections at Royston. |
| 443 | Wakefield - Hall Green - Woolley | Woolley will no longer be served by the 443 on evenings and Sundays due to very low use. Service 443 will continue to operate hourly between Wakefield and Hall Green but journeys will be retimed. There will be a withdrawal of some poorly used early morning and late evening journeys. 2200 and 2300 Wakefield to Woolley (Monday to Friday) 0520 and 0715 Hall Green to Wakefield (Monday to Friday) 2228 Woolley to Wakefield (Monday to Friday) 2100, 2200, 2300 Wakefield to Woolley (Sunday) 2128 and 2218 Woolley to Wakefield (Sunday) | Saturday evening services on the 443 have been retained. Passenger loadings do not justify a service on other evenings. |

Hemsworth

| Service | Route | Original proposal discussed in Consultation | Any changes / actions following feedback? |
|---------|--|---|---|
| 195 | Wakefield - Walton - New Crofton - Ryhill - South Hiendley - Hemsworth | During the Monday – Saturday daytime period, this service will continue to operate half hourly between Wakefield and New Crofton but only one journey each hour will continue to Hemsworth via South Hiendley. The other journey will terminate at New Crofton. Some poorly used evening services will be withdrawn: 2310 Wakefield to New Crofton (Monday to Friday) 2310 Wakefield to New Crofton (Sunday) | A tender has been advertised for a bus service around the Ashfields Estate. |

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| | | Ashfield Estate will be served separately every hour from 0930 until 1630 | |
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South Elmsall / Upton

| Service | Route | Original proposal discussed in Consultation | Any changes / actions following feedback? |
|------------|--|--|---|
| 485 | Wakefield - Agbrigg - Crofton - Nostell - Ackworth - Badsworth - Upton - South Elmsall | Withdrawal of some poorly used evening journeys: 2115 - Wakefield to South Elmsall (Sunday) 2115 – Wakefield to Dale Lane (Monday to Friday) 2244 – South Elmsall to Wakefield (Monday to Friday) 2244 – South Elmsall to Wakefield (Sunday) Sunday daytime journeys will be re-timed but will operate at the same frequency and be extended to serve Broad Lane. | |
| 496 | Wakefield - Crofton - Nostell - Hemsworth - South Elmsall - Dale Lane - Upton - Doncaster | Evening services between Upton and Doncaster (496) will be withdrawn due to poor use. An hourly evening service will be maintained between South Elmsall and Wakefield. During the Sunday daytime period, the 496 journeys that currently terminate at South Elmsall will be extended to Pontefract via Upton - Thorpe Audlin – Darrington and will operate as service 495 | The current Doncaster service provides an evening service to Upton Bell St but this is scheduled for withdrawal. Interworking between 485/496 also provides links between Hemsworth and Upton which are not advertised but consultation has shown that they are used. Consultation also revealed the need to provide links across Upton in both directions for local traffic. The original proposals do not address this issue. It is proposed that 496 journeys serving Dale Lane Estate be extended via Wrangbrook Lane to Bell Street, returning to South Elmsall and Wakefield via the current 496 route. Rose Estate will be served by new service 45. |