



Equality Impact Assessment

Subject:

Date: 10 October 2012

Equality Impact Assessment

What is the organisation strategy or policy being assessed? North Kirklees Bus Network Review	Department: Bus Services	Date: 10 October 2012
---	------------------------------------	---------------------------------

1. Responsibility and Ownership

Service Area: Bus Services
Lead Officer: Dave Pearson, Assistant Director Transport Services
Members of the assessment team: Neale Wallace, Bus Services Manager Richard Potter, Bus Network Planner Pam Sian, Bus Services Consultation Team Leader
Any others involved in the assessment (peer review / external challenge):

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 decrease expenditure on tendered bus services by 25% across West Yorkshire. Metro has already reviewed tendered bus services in the Bradford, South Kirklees and Wakefield Districts to assess where savings can be made and it is now the time for the North Kirklees (Dewsbury) bus network to be reviewed.

Kirklees bus services are being reviewed in a number of stages, South Kirklees in October 2012, North Kirklees in January 2012 and Holme Valley in April 2013, Minibus services (revised changes to be introduced in August 2013), Denby Dale services (revised services to be introduced in May 2015).

Extensive stakeholder and public consultation was carried out regarding the proposed North Kirklees bus network changes during May to June 2012.

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.

The review also sought to address changing West Yorkshire travel demands and the aims of the third local Transport Plan.

The revised North Kirklees bus network will be introduced in January 2013.

The Consultation Process

Metro endeavoured to make the consultation as inclusive as possible. A range of Stakeholders were invited to participate including; all Kirklees Councillors, Passenger Consultative Committee (PCC) Members, Town and Parish Councils in affected area, Transition Towns in the affected area, Kirklees Disability Liaison Group, Kirklees Older People's Network, Young People in Kirklees, Valleys Community Transport.

Public drop-in sessions were held at a number of places across the affected area at different times and days of the week including Saturdays. A total of 14 drop-in sessions were held across the North Kirklees area, staffed for a total of 60.5 hours. Drop-in sessions were held at various bus stations, supermarkets and community buildings, such as, Church halls and libraries to give people the opportunity to have face-to-face discussions in their localities. People were encouraged to complete a paper feedback form (freepost address provided) or via survey monkey or email their comments via a dedicated email address.

The information was available on Metro's website (with the email address for comments well promoted), and was also included on the Kirklees Involve website <http://www2.kirklees.gov.uk/involve>.

The consultation was also advertised in the following ways:

- Information flyers sent to all operators of affected bus services for passengers to pick up.
- Posters displayed on all affected bus services.
- Posters prominently displayed at all affected bus stations (Dewsbury, Batley, Brighouse, Cleckheaton and Pudsey).

- Posters sent to all community buildings in North Kirklees (list provided by Kirklees Council).
- Posters sent to a range of interest groups – disabled, older people etc.
- Posters put up at some affected bus shelters.
- Press releases – a number of articles were printed in the Huddersfield Examiner
- Internal Kirklees Council promotion.

The attached appendix shows the original proposals and how they have changed as a result of consultation.

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.

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 North Kirklees, with core commercial bus services identified and promoted.
- The concept of hubs has also been considered, with Holmfirth potentially 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?
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.</p> <p>The review has sought to maintain access to a daytime bus service to address accessibility needs</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. 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>
Pregnancy and maternity	<p>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.</p>
Race	<p>Data not collected as part of the consultation. No evidence this group will be disproportionately impacted.</p>
Religion or belief	<p>Data not collected as part of the consultation. No evidence this group will be disproportionately impacted.</p>
Sex	<p>Data not collected as part of the consultation however the National Travel Survey indicates a greater proportion of bus users are female.</p>
Sexual orientation	<p>Data not collected as part of the consultation. No evidence this group will be disproportionately impacted.</p>

5. Decisions and recommendations

<p>Following the assessment, is further action required?</p> <p>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.</p>
<p>What are your recommendations? Do you need to:</p>

- **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 July 2013).

- **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 for tendering following consultation.

Who will do this?

Bus Services Team

Signature of lead officer:



Name of lead officer: Dave Pearson

Date: 10 October 2012

North Kirklees Bus Review – Consultation and Tender Outcome

Main issues = 5 people or more mentioned

Service	Route	Original proposal discussed in Consultation	Main issues raised in Consultation	Comments and Outcome - What will be introduced in January 2013?
117	Wakefield - Ossett - Shaw Cross - White Rose - Leeds	To amend Evening and Sunday timetable to improve co-ordination with Service 278 between Wakefield and Roundwood Queens Drive.	No Main Issues	This service will continue to be operated by Arriva Yorkshire. A revised timetable will be introduced on this service.
128	Wakefield - Horbury - Grange Moor - Thornhill - Dewsbury	To operate all journeys between Dewsbury and Forge Lane via Savile Road and not Headfield Road. The following journeys will be withdrawn due to low passenger use: 06:15 Dewsbury Bus Station – Overton Black Swan (Mon-Fri) 19:05 Dewsbury Bus Station – Grange Moor (Mon-Sat) 19:33 Grange Moor – Dewsbury Bus Station (Mon-Sat) 17:15 Dewsbury Bus Station – Middletown (Sat) To withdraw all Sunday journeys due to low usage.	No Main Issues	This service will continue to be operated by Arriva Yorkshire. A Monday – Saturday, a limited off peak service will be maintained via Headfield Road. The 1715 Saturday Dewsbury to Middlestown journey will operate for one year on a ‘use it or lose it’ basis. A limited two hourly Sunday daytime service will operate between Dewsbury and Whitley for one year on a ‘use it or lose it’ basis. Journeys operating on a ‘use it or lose it’ basis will be reviewed towards the end of the year of operation and will be withdrawn if too few passengers are travelling.
129	Dewsbury - Earlsheaton - Chickenley	To withdraw service due to low usage.	No Main Issues	This service will be withdrawn
202/203	Leeds - Tingley - Dewsbury - Huddersfield	This core service to operate without Metro funding. Arriva to introduce a revised late evening service. After 21:00 buses to operate half hourly between Huddersfield and Shaw Cross and hourly between	Request for service 202/203 to be more reliable. Objections received to the	This service will continue to be operated by Arriva Yorkshire. This service will operate without public funding. A revised evening service timetable will be introduced.

		Shaw Cross and Leeds.	reduction of evening services.	
205	Pudsey - Morley - Tingley - Dewsbury	<p>The following journeys to be withdrawn:</p> <p>05:30 Dewsbury – Pudsey (Mon-Fri)</p> <p>18:10 Morley – Pudsey (Mon-Fri)</p> <p>18:52 Morley – Pudsey (Mon-Fri)</p> <p>20:20 & 22:20 Dewsbury – Pudsey (Mon - Sat)</p> <p>18:40 Pudsey – Dewsbury (Mon-Fri)</p> <p>19:20 & 21:20 Pudsey – Dewsbury (Mon-Sat)</p> <p>To withdraw all Evening and Sunday journeys due to low usage.</p> <p>The 07:30 Saturday Dewsbury Bus Station to Pudsey Bus Station journey to be retimed to leave Dewsbury at 07:40 and operate 10 minutes later throughout.</p>	Objections to the withdrawal of the evening and Sunday service.	<p>This service will continue to be operated by Arriva Yorkshire.</p> <p>The following journeys will be maintained for one year on a ‘use it or lose it’ basis:-</p> <p>1810 Morley – Pudsey (Mon-Fri)</p> <p>1852 Morley – Pudsey (Mon-Fri)</p> <p>1840 & 1920 Pudsey – Dewsbury (Mon-Fri)</p> <p>A limited two hourly Sunday daytime service will operate between Dewsbury and Morley for one year on a ‘use it or lose it’ basis.</p> <p>Journeys operating on a ‘use it or lose it’ basis will be reviewed towards the end of the year of operation and will be withdrawn if too few passengers are travelling.</p>
209	Heckmondwike - Birstall - Drighlington - Gildersome - Leeds	No changes are proposed for this service.	No Main Issues	<p>This service will continue to be operated by Arriva Yorkshire.</p> <p>No changes</p>
212	Dewsbury - Dewsbury & District Hospital - Batley - Howden Clough - Morley	No changes are proposed for this service.	No Main Issues	<p>The day time services will continue to be operated by Arriva Yorkshire. The evening and some Sunday daytime journeys will operated by Tate’s Travel.</p> <p>Some journeys will operate 10 minutes later than at present.</p> <p>The following daily journey will be withdrawn:-</p> <p>2333 Batley – Dewsbury</p>

213	Dewsbury - Dewsbury & District Hospital - Batley - Howden Clough - Morley	The current service to be maintained. Buses to leave St. George's Avenue, Morley one minute later than at present.	No Main Issues	The section of route between Morley King George Avenue and Batley will be operated by Tate's Travel. The section of route between Dewsbury and Batley will be operated by Arriva Yorkshire.
220	Leeds - White Rose Centre - Morley - Birstall - Cleckheaton - Gomersal - Huddersfield	The following journey to be withdrawn due to low passenger use: 05:59 Birstall Market Place – Leeds City Bus Station (Sat)	No Main Issues	This service will continue to be operated by Arriva Yorkshire. The following journey will be withdrawn. 05:59 Birstall Market Place – Leeds City Bus Station (Sat)
222	Leeds - White Rose Centre – Morley - Gomersal - Heckmondwike	No changes are proposed for this service.	No Main Issues	This service will continue to be operated by Arriva Yorkshire.
223	Leeds - White Rose Centre - Morley - Howden Clough - Batley - Heckmondwike - Mirfield	The following journey to be withdrawn due to low passenger use: 20:56 Mirfield – Batley Bus Station (daily) 21:56 & 22:56 Mirfield – Heckmondwike Green (daily) 20:41 & 22:41 Heckmondwike Green – Mirfield (daily) 21:25 Batley Bus Station – Mirfield (daily)	No Main Issues	This service will continue to be operated by Arriva Yorkshire. The following journey to be withdrawn: 20:56 Mirfield – Batley Bus Station (daily) 21:56 & 22:56 Mirfield – Heckmondwike Green (daily) 20:41 & 22:41 Heckmondwike Green – Mirfield (daily) 21:25 Batley Bus Station – Mirfield (daily)
229	Huddersfield - Heckmondwike - Birstall - Leeds	To withdraw the following poorly used Sunday journeys: 22:30 Huddersfield – Batley (Sun) 22:52 Heckmondwike – Huddersfield (Sun)	No Main Issues	This service will continue to be operated by Arriva Yorkshire. The following Sunday journeys will be withdraw: 22:30 Huddersfield – Batley 22:52 Heckmondwike – Huddersfield

253	Wakefield - Dewsbury - Mirfield - Cleckheaton - Gomersal - East Bierley - Bradford	<p>To withdraw the following poorly used journeys: 22:30 Dewsbury – Cleckheaton (Mon-Sat) 06:19 Dewsbury – Bradford (Sat) 07:40 Bradford – Birkenshaw (Sat)</p> <p>The timetable to be revised on Sunday daytime to co-ordinate half hourly service with Service 283 between Bradford and East Bierley.</p> <p>The evening service to also be revised to improve co-ordination with Service 283 on the East Bierley to Bradford section of route.</p>	No Main Issues	<p>This service will continue to be operated by Arriva Yorkshire.</p> <p>The following services will be withdrawn:- 22:30 Dewsbury – Cleckheaton (Mon-Sat) 06:19 Dewsbury – Bradford (Sat) 07:40 Bradford – Birkenshaw (Sat)</p> <p>The timetable to be revised on Sunday daytime to co-ordinate half hourly service with Service 283 between Bradford and East Bierley.</p> <p>The evening service to also be revised to improve co-ordination with Service 283 on the East Bierley to Bradford section of route.</p> <p>An additional evening return journey will operate on Mondays – Saturdays as follows:- 1919 Dewsbury – Bradford 2035 Bradford – Dewsbury</p> <p>This maintains an hourly service until later in the evening.</p>
254	Wakefield - Dewsbury - Heckmondwike – Cleckheaton – Leeds	<p>An hourly evening service to be provided between Leeds and Dewsbury but between Cleckheaton and the Pack Horse Inn buses will operate via the 255 route to Scholes then via Scholes Lane to the Pack Horse Inn. Buses on the new service to be renumbered 252 (Leeds – Cleckheaton – Scholes – Heckmondwike – Dewsbury).</p>	No main issues	<p>This service will continue to be operated by Arriva Yorkshire.</p> <p>As proposed an hourly evening service to be provided between Leeds and Dewsbury but between Cleckheaton and the Pack Horse Inn buses will operate via the 255 route to Scholes then via Scholes Lane to the Pack Horse Inn. Buses on the new service to be renumbered 252 (Leeds – Cleckheaton – Scholes – Heckmondwike – Dewsbury).</p>

<p>255</p>	<p>Halifax - Wyke - Scholes - Cleckheaton - Leeds</p>	<p>To withdraw the following poorly used journey: 05:58 Cleckheaton – Halifax (Mon-Fri). The evening service between Scholes and Halifax to be withdrawn due to very low passenger usage.</p>	<p>Petition received from Scholes residents objecting to the withdrawal of evening services between Scholes and Halifax</p>	<p>This service will continue to be operated by Arriva Yorkshire. The following journeys will be maintained for one year on a 'use it or lose it' basis:- 0558 Cleckheaton – Halifax (Mon-Fri) The 1800 Leeds – Wyke (Mon-Fri) will be extended to Halifax, arriving at 1925. Journeys operating on a 'use it or lose it' basis will be reviewed towards the end of the year of operation and will be withdrawn if too few passengers are travelling.</p>
<p>256</p>	<p>Brighouse - Cleckheaton - Hunsworth - East Bierley - Bradford</p>	<p>This service was to be revised in September 2012 in advance of these changes to cater for the large increase in pupil numbers at Whitcliffe Mount School. This would result in a small number of existing journeys being retimed or withdrawn on school days only. From January 2013, it is proposed to withdraw this service due to very low passenger numbers apart from the school journeys. The following changes will be made to cover the withdrawal of Service 256:- Daytime Monday-Saturday journeys on Service 255 currently terminating at Scholes to be extended to Brighouse on the existing 256 route. These journeys would operate as Service 257 and would provide a through service from Brighouse and Clifton to Leeds. ML2 to be rerouted to serve Turnsteads and Whitechapel Road in Cleckheaton but it would not operate to Scholes. It would also operate via</p>	<p>Objection to the withdrawal of the service. Hunsworth Lane needs a bus service which operates all day. ML3 proposals are not acceptable for this area. Please reinstate the direct bus from Hunsworth to Leeds.</p>	<p>Service 256 will continue to be operated by Arriva Yorkshire. A limited peak time service will be maintained on Service 256 during the Mon-Fri morning and evening peak periods. Service 257 will not be introduced. Service 255 will not be extended to Brighouse. New Service 259 will replace services ML2 and ML3 which will be withdrawn. The service to Foldings Estate at Scholes will be maintained.</p>

		<p>Cleckheaton Bus Station.</p> <p>ML3 to be extended to Hunsworth and East Bierley Green and would also serve Cleckheaton Bus Station. Passengers for Bradford can change to services 253 or 283 at East Bierley Green.</p> <p>Scholes would no longer be served by ML2 and there would be no service to Foldings Estate. Scholes would continue to be served by Service 255.</p> <p>On Sundays Service 253 would be retimed to provide a half hourly service between East Bierley and Bradford with Service 283.</p>		
259	Brighouse – East Bierley	New Service		<p>This service will be operated by TLC.</p> <p>Service 259 will operate between Brighouse and East Bierley via the 256 route as far as Scholes Lane, then via Foldings Estate at Scholes, Turnsteads and South Parade to Cleckheaton. It will serve both the Bus Station and Tescos in Cleckheaton. From Cleckheaton it will operate to East Bierley, returning to Cleckheaton and Brighouse via Birkenshaw Halfway House and Mazebrook Crescent.</p> <p>The diversion via Birkenshaw Halfway House will allow connections to be made to and from Leeds.</p>
268	Bradford - Oakenshaw - Cleckheaton - Heckmondwike - Dewsbury & District Hospital - Dewsbury	Core service – to operate without Metro subsidy from January 2013. There will be no changes to the route or frequency of the service but the operator may withdraw some poorly used trips.	No Main Issues	<p>This service will continue to be operated by Arriva Yorkshire.</p> <p>This service will operate without public funding.</p>

278	Wakefield - Dewsbury - Mirfield - Brighouse - Elland - Halifax	<p>To withdraw the following poorly used journey: 21:00, 22:00, 23:00 Wakefield Bus Station to Dewsbury Bus Station (Sun)</p> <p>21:28, 22:28 Dewsbury Bus Station to Wakefield Bus Station (Sun)</p> <p>The evening and Sunday timetable will be amended to improve co-ordination with Service 117 between Wakefield and Roundwood Queens Drive.</p>	No Main Issues	<p>This service will continue to be operated by Arriva Yorkshire.</p> <p>The following journeys will be withdrawn: 21:00, 22:00, 23:00 Wakefield Bus Station to Dewsbury Bus Station (Sun)</p> <p>21:28, 22:28 Dewsbury Bus Station to Wakefield Bus Station (Sun)</p> <p>The evening and Sunday timetable will be revised to improve co-ordination with Service 117 between Wakefield and Roundwood Queens Drive.</p>
281/282/283	Fieldhead Estate/Bradford-Batley-Dewsbury-Thornhill	<p>These core services will receive no subsidy from Metro from January 2013.</p> <p>Arriva will introduce a revised Monday to Friday daytime timetable on these services. As a result of this, the 12 minute daytime frequency between Thornhill and Dewsbury will be reduced to a 15 minute frequency.</p> <p>Arriva will also introduce a revised evening and Sunday service. Between Dewsbury and Thornhill Edge, evening and Sunday buses will operate hourly and not half hourly. There will be no change to the service between Dewsbury, Fieldhead Estate and Bradford.</p>	Objection to the reduction of evening and Sunday services to Thornhill	<p>This service will continue to be operated by Arriva Yorkshire.</p> <p>This service is to operate without public funding.</p> <p>A revised evening and Sunday service will be introduced.</p>
ML1	Firthcliffe - Heckmondwike	No changes are proposed for this service.	No Main Issues	This service will continue to be operated by TLC.
ML2	Cleckheaton - Turnsteads Road - Scholes	It is proposed to reroute this service to omit Scholes and return to Cleckheaton from Turnsteads via Moorend. The route will also operate via Cleckheaton Bus Station to aid passengers wishing to connect with other services.	Petition received objection to the removal of this service from Scholes.	<p>Service 259 will be operated by TLC.</p> <p>New Service 259 will replace ML2 between Cleckheaton and Scholes and the current level of service will be maintained.</p>

ML3	Cleckheaton - Hunsworth - Moorend	This is the least well used of the six North Kirklees MetroLocals. It is proposed that this route be extended to cover Hunsworth Lane as far as East Bierley to replace 256 at off peak periods. Passengers for Bradford will be able to connect on to Services 253 or 283 at East Bierley. The section of route via Victoria Road will be withdrawn. The route will also operate via Cleckheaton Bus Station to aid passengers wishing to connect with other services.	ML3 needs to operate for a longer period every day. Your proposals will leave Hunsworth isolated after 2pm.	Service 259 operated by TLC will replace ML3 but will serve East Bierley as well as Hunsworth. A limited number of Monday to Friday peak period journeys on Service 256 will be retained to provide journeys outside the time period covered by Service 259.
ML9	Dewsbury - Shaw Cross - Earlheaton	No changes are proposed for this service.	No Main Issues	This service will continue to be operated by TLC.
ML10	Dewsbury – Westborough - Eightlands	No changes are proposed for this service.	No Main Issues	This service will continue to be operated by TLC.