



Equality Impact Assessment

Subject: Belle Isle and Middleton Bus Network Review

Date: 31 July 2014

Equality Impact Assessment

What is the organisation strategy or policy being assessed? Belle Isle and Middleton Bus Network Review	Department: Bus Services	Date: 31 July 2014
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1. Responsibility and Ownership

Service Area: Bus Services
Lead Officer: Neale Wallace, Assistant Director Transport Services
Members of the assessment team: Clare Davies, Consultation Team Leader Dave Keady, Network Design Team Leader
Any others involved in the assessment (peer review / external challenge): Richard Gledhill, Mike Summerscales and Brandon Jones - First Kim Groves and Paul Truswell - Middleton Ward Councillors

2. Terms of Reference

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

Metro, Middleton Park Ward Councillors and bus operator First carried out a review of the bus services in Leeds' Belle Isle and Middleton areas to see if any improvements could be made to the local network and if passengers' needs were being met.

It was not intended to reduce expenditure on bus services as a result of this review.

The aims were to:-

- Seek to gain views on local bus demand in Belle Isle and Middleton.
- Improve the reliability of existing services.
- Encourage greater use of bus services in the area.

This Equality Impact Assessment covers the tendered services which the West Yorkshire Combined Authority has responsibility for.

Commercial bus service changes were introduced as a result of passenger feedback, however commercial operator First were under no obligation to consult.

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

As a result of the review First made some improvements to bus services in Belle Isle and Middleton in April 2014 which also coincided with the opening of the new Asda in Middleton. Further changes may be made in the future.

The Consultation Process

The consultation took place from 20th January until 24th February 2014.

Metro endeavoured to make the consultation as inclusive as possible. A range of Stakeholders were invited to participate in the consultation including;

- Affected Leeds Councillors
- Leeds District Consultation Sub-Committee Members

The consultation was advertised in the following ways:

POSTERS AND FLYERS

- Information flyers sent to the operators of bus services in the area for passengers to pick up.
- Posters displayed on all affected bus services.
- Posters put up at bus shelters throughout Belle Isle and Middleton (47 posters)
- Posters / flyers sent to the two consultation venues
- Posters sent to the local libraries (Hunslet, Middleton and Morley)
- Posters prominently displayed at local Community Centres (by Councillor Kim Groves).

WEBSITE AND SOCIAL MEDIA

- Dedicated website created with documents available to download. The website also included a link to an on-line survey.
- Information on www.southleedslife.com
- Metro Messenger
- Facebook
- Twitter

MEDIA INTEREST

- Press releases – Yorkshire Evening Post

Public Consultation days

Passenger information sessions took place on the following days:-

DATE	TIME	LOCATION
Monday 27 January 2014	15:00 – 19:00	BITMO's Gate, Belle Isle
Thursday 5 February 2014	15:00 – 19:00	St. George's Centre, Middleton

The sessions were held in the late afternoon into the evening to give everyone the opportunity to attend, including commuters. Sessions were attended by representatives from Metro, First and Middleton Ward Councillors.

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

The aim of the review was to make best use of the available resources and make the bus network in the Belle Isle and Middleton area as sustainable as possible.

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.

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

Combined Authority 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 tends to generate 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	Data not specifically collected as part of the consultation but respondents are asked to indicate if they have a Senior Concessionary Pass. Older people are normally more likely to respond to consultations. According to the National Travel Survey 2012 (latest data currently available) "the proportion of trips made by bus was highest among those aged 17-20, accounting for 13% of all trips in this age group. Bus use was higher for those aged 60+ than in middle age groups, particularly among females, reflecting the availability of concessionary travel schemes for older passengers and differences in driving licence holding across age groups". Metro's Tracker Survey 2013 shows that bus use is highest amongst 65+ groups followed by 16-24s. Changes to services could impact these groups disproportionately.
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. 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 disproportionately impacted.
Pregnancy and maternity	Data not collected as part of the consultation.
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?

No

What are your recommendations? Do you need to:

- **Take any immediate action?** No
- **Prioritise the problems identified and develop equality objectives and targets for people who share protected characteristics based on this assessment?**
- **Conduct to a more detailed impact assessment?**

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

Not applicable at this stage.

If First decide to implement any further changes, based on passenger feedback, then we will inform consultation respondents.

Who will do this?

Bus Services Team

Signature of lead officer:



Name of lead officer: Neale Wallace

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