

CENTRAL LONDON BUS SERVICE CHANGE PROPOSALS EQUALITIES IMPACT ASSESSMENT

28 September 2018

1. Purpose of document

TfL is proposing to make changes to the central London bus network, some of which may adversely impact upon customers of equality groups. TfL has a legal duty to eliminate unlawful discrimination, and to advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not (see appendix D duty, under section 149 of the Equality Act 2010, in full). This document outlines the bus service change proposals in central London, their rationale, potential impact and mitigations. It is important that representatives of these groups are encouraged to review and comment on these proposals.

Consultation is a crucial part of this process. This EqIA will be a live document, and updated as appropriate following the consultation.

TfL considers the impacts of bus service change proposals on equality groups throughout the planning process, ensuring, where possible, effective mitigations are in place where no viable alternative is available. This consideration has not previously been explicitly communicated in public consultation. This document outlines the consideration given through the development of these proposals.

2. Summary of proposals and rationale for change

The bus network is crucial to London's continued economic and social development, and will be vital in meeting the Mayor's Transport Strategy target of 80 per cent of journeys being made using sustainable transport options by 2041. The bus network is also representative of the city it serves, with BAME, gender and age profiles of customers using the bus network similar to London as a whole¹.

Why change the network?

The Mayor's Transport Strategy stated the importance of making the most of the flexibility of the bus network to reduce and remove existing services where they are no longer required in central and inner London and use this capacity to provide new or improved services in outer London.

How are proposals identified?

TfL constantly reviews demand on the bus network, regularly making changes to ensure the network is adapted accordingly. The network is planned to provide optimum capacity, aiming for provision to meet demand at the busiest time at the busiest point of each route, and providing maximum connectivity, within budgetary constraints. All service changes are planned in accordance with the bus service planning guidelines <http://content.tfl.gov.uk/bus-service-planning-guidelines.pdf>.

¹ Bus User Survey (2014)

The service change proposals for Central London have been developed with ongoing regular liaison with affected boroughs to ensure a full understanding of local issues and aspirations. Proposals have also been developed in line with wider TfL strategy, as outlined in the MTS, including adjusting the network to reflect changing patterns of demand, rail enhancements, walking, cycling and urban realm improvements, and background population and economic changes.

What are the proposed changes?

We are proposing changes to 33 bus routes, including alterations to night services and the introduction of a new route. These routes run across London, but the majority of changes take place in inner and central London (defined as the City of London, the statutory Inner London boroughs and Newham). These proposed changes would help to make the bus network simpler, more efficient and would ensure our resources are invested in the right locations. They will also reduce congestion, emissions and road danger. A summary of the proposals is provided below, with detail about each change in appendix A.

	Central London Route changes
Frequency reduction	53*, 59*, 149**, 205*, N205*, 242*, 388*, 476*
Frequency increase	26, 35, 46, 149**, 242**
Curtailement (shortening a route)	3, 11, 14, 19, 45, 53*, 59*, 67, 134, 171, 172, 388*, 476*
Route restructuring	4, 9, N9, 22, 40, 55, 76, 100, 205*, N205*, 242**, 341, 343
Withdrawal	48, 271 (night service) , RV1
New route	311 (new route)
Total	Note some routes appear twice above, there are 34 individual routes affected

*Some routes appear in multiple categories

** Route 149 and 242 have reductions and increases in frequency

3. Main impacts of change

These changes would transform the central London bus network and provide a simpler and more understandable network for current and prospective bus users. Journey times across the whole public transport network would be improved (for some users) as a result of the Elizabeth Line and underground upgrades, and through reduced bus-on-bus congestion. Links to improved rail services would be improved or maintained.

Frequency reductions are proposed on 9 routes. This is in direct response to a decrease in the demand for bus services in central London, especially on routes parallel to rail links. Frequencies are set to provide sufficient capacity at the busiest points, and therefore no crowding pressures would be expected as a result of these reductions. This will be kept under review. Average waiting times would however increase on these routes.

Structural changes or curtailments are proposed on 26 routes. These changes can be more appropriate than frequency reductions when targeting a simpler network and in order to maintain high frequency services on core links in central London. Customers would still be able to access previously served stops in the vast majority of cases by interchanging onto other high frequency services. An assessment of interchange acceptability has been completed, and summarised in section 5.

Three routes have been proposed for withdrawal (RV1, 271 night service and 48).

Given the excess bus capacity in central London, we believe there are opportunities to reduce bus kilometers by around 10%, which would bring great benefits for costs, journey times, congestion, emissions and road danger, while passenger journey times would only increase by 1%.

4. Equalities Impact Assessment

The two primary impacts of these service change proposals that could adversely impact equality groups are:

- Reductions in frequency, lengthening journey times (through longer wait times);
- Route curtailments or structural changes, meaning some customers who can currently make a direct journey would have to interchange following the proposed change.

Six proposals would have no adverse impact on equalities groups, as they are frequency increases, route extensions or a new route (routes 26, 35, 46, 55, 100, 311). Proposals for frequency reductions and structural changes leading to increased interchange are expected to have an adverse impact on the following equalities groups:

Equality groups most likely to be adversely impacted by these changes

Gender Identity	Marriage, Civil P'ship	Ethnicity	Disability	Age	Religion, Belief	Sex	Pregnancy, Maternity
		✓	✓	✓	✓		✓

To assess the adverse impact on equalities groups, assessment criteria have been developed, categorising each proposal as low, medium or high potential adverse impact for both frequency reductions and increased interchange. This suggests that some proposals would have a negative impact on all customers, and the assessment here is to potential adverse impact on equalities groups.

Key destinations of particular importance to equality groups have been identified to support this assessment. These are particularly important for the interchange assessment, as

enforcing interchange to access these locations will likely be an adverse impact on equalities groups. The equalities groups identified as the most likely to be impacted by these changes, as in the table above, are based on the impact of frequency reduction or increased interchange to access the key destinations, as identified in appendix B. Details will continue to be shaped using the input of equality groups via the consultation, including the list of key destinations.

Reductions in frequency (increased waiting time)

Frequency reductions are proposed on nine routes (53, 59, 134, 149*, 205, 242, 343, 388, 476; note route 149 has a frequency reduction in the peak, but an increase in the off-peak). A frequency reduction (or increase in average waiting time) of less than 10% is deemed a marginal change, and thus categorised as low adverse impact on equalities groups. A frequency reduction of 10-25% is categorised as a medium adverse impact, and reductions of over 25% as having a high adverse impact.

Impact category	Frequency reduction	Number of routes	Routes
Low	< 10%	4	53, 59, 149,
Medium	10% - 25%	5	205, 242, 388, 476
High	> 25%	0	n/a

Structural changes (increased interchange)

Interchange in particular can adversely impact on equality groups, especially those with mobility issues and groups we know experience higher levels of fear on our network, including those with mental health issues, older and younger people, women and some BAME Londoners.

Three aspects of structural changes have been assessed by TfL to understand the 'acceptability' of interchange to equalities groups:

- The number of interchanges required;
- The proximity and ease of interchange, including whether formal road crossing infrastructure is present where this is required;
- The infrastructure present at interchange points.

66 stops have been identified as likely interchange points given the key destinations affected by the proposed changes. These are included in appendix C.

Interchange number and proximity

Changes which enforce one interchange to access key destinations have been categorised as 'low impact' where the interchange is at the same stop onto a high frequency route, or where the interchange point is less than 400m away and, if a road crossing is necessary, formal road crossing infrastructure is available. If the interchange involves an unaided road crossing, regardless of distance, the impact would be categorised as medium. If the interchange point is greater than 400m away, the impact is categorised as high. More than one interchange required to access key destinations is also categorised as high impact.

Impact category	Interchange (number)	Interchange (proximity)*	Number of routes	Routes
Low	1 max	0m, or <400m with formal road crossing infrastructure if required	17	14, 134, 11, 22, 3, 53, 4, 76, 172, 59, 476, 171, 67, 242, 40, RV1,48
Medium	n/a	<400m with an unaided road crossing	0	
High	> 1	> 400m	4	19, 45, 341, 388

Interchange infrastructure

Interchange infrastructure provision has been assessed using the following criteria, adapted from the Pedestrian Environment Review System:

- Accessibility: does the bus stop meet TfL's bus stop accessibility criteria²?
- Moving between modes: is static (printed) information provided at the interchange location?
- Personal safety: is there lighting provision at the stop or is it a well lit area?
- Feeling comfortable: is there a shelter present, and is there appropriate seating available?

Impact category	Interchange (acceptability)	Number of routes	Routes
Low	Main interchange stop(s) is accessibility compliant with seating, shelter & information	8	134, 11, 19, 22, 172, 341, 171, 67
Medium	Main interchange stop is accessibility compliant without seating or shelter	11	14, 3, 53, 4, 76, 476, 242, 45, RV1, 388, 48
High	Main interchange stop is not accessibility compliant and/or no Information	0	

This information is held in internal TfL databases. The proposed interchange points (as shown in appendix C) have also been physically audited (September 2018) against the assessment criteria above, to validate the internal datasets.

Summary of Assessment

The following table summarises the assessment of each proposal against the different criteria outlined above for frequency and interchange. This summary includes the proposals for routes RV1, 48 and 271 Night service (withdrawals) which have been upgraded to 'high' impact following comment by TfL's Independent Disability Advisory Group (IDAG).

EqIA Ref	Route	Potential adverse impact on equalities groups (Low = slight potential adverse impact; High = large potential adverse impact)				Overall Potential Adverse Impact
		Frequency change	Interchange Number	Interchange Proximity	Interchange Acceptability	
5	19		H	L	L	H

² <http://content.tfl.gov.uk/bus-stop-design-guidance.pdf>

13	341		L	H	L	H
24	45		H	L	M	H
27	RV1	Withdrawn	L	L	M	H
29	388	M	H	L	M	H
31	48	Withdrawn	L	L	M	H
33	271	Withdrawn				H
1	14		L	L	M	M
2	134	M	L	L	L	M
8	3		L	L	M	M
9	53	L	L	L	M	M
10	4		L	L	M	M
11	76		L	L	M	M
15	476	M	L	L	M	M
16	205	M	L	L	L	M
21	242	M	L	L	M	M
23	40		L	L	M	M

Additional detail, including the rationale for each of the proposals with a high or medium potential impact on equalities groups, is provided below.

High potential adverse impact proposals

Curtail route 19 from Battersea and Holborn (multiple interchange)

This proposal has been identified as having 'high' potential impact on equality groups due to the potential requirement to interchange twice to access locations that route 19 will no longer serve. From the southern end, this only impacts customers boarding at 2 stops south of the Kings Road. From stops northeast of Holborn, there are numerous parallel high frequency routes providing links all across central London.

Curtail route 45 between King's Cross and Elephant and Castle (multiple interchange and interchange acceptability)

This proposal has been identified as having 'high' potential impact on equality groups due to the need to interchange twice for customers travelling between locations south of Elephant and Castle and locations north of Snow Hill (extended route 40 will provide links with one interchange to stops between Elephant and Castle and Snow Hill). However under 15% of customers using route 45 would have to interchange following this proposed change.

Interchange on to route 17 at Snow Hill has been identified as a medium impact interchange due to the absence of a shelter at stop HS and the absence of information at stop HT. This facilities are both scheduled to be replaced in the coming weeks following the completion of the North-South Cycle Superhighway road works in the area.

Withdrawal of route RV1 (route withdrawal and interchange acceptability)

The RV1 is the only direct step-free link between London Bridge and Covent Garden, two high-footfall destinations. With the withdrawal of the RV1, customers requiring a step-free route between the aforementioned destinations must take route 381 to Waterloo and interchange onto route 76/4/26/172 to Aldwych. There is sufficient capacity across Waterloo

Bridge on these services. Route 343 would also be extended to provide links to Aldgate that would no longer be possible on the withdrawn RV1.

No shelter is present at the interchange point for route 343. This will be considered, subject to funding, following the consultation response.

Curtail route 388 (frequency decrease, interchange number, interchange acceptability)

The need to interchange twice for customers travelling between locations north of Liverpool Street and locations south of Blackfriars would affect fewer than 430 customers per day. While a reduction of frequency of greater than 10% is proposed, there will still be sufficient capacity on the remaining section of route 388.

Neither a shelter nor seating is available at the interchange point for route 4 and route 100. This will be considered, subject to funding, following the consultation response.

Withdraw route 48 (withdrawal, interchange acceptability)

Route 48 is the only route which runs directly from Liverpool Street to Walthamstow Central, both of which are high-footfall destinations. This route is currently served by the Overground from Liverpool Street to Chingford but in the event of a network failure for the Overground at Liverpool Street, a commonly used alternative step-free route to Walthamstow is the 48 bus. If the 48 were withdrawn, customers requiring a step-free route from Liverpool Street to Walthamstow Central would either have to interchange or travel to the nearest stop on the 55 route (Shoreditch Town Hall) which is approximately a 15 minute walk. High frequency route 26 serves Liverpool Street and then runs parallel with route 55 along Hackney Road, facilitating same-stop interchange. The frequency of route 26 would also be increased as part of this package from 6 buses per hour to 8 buses per hour (Monday to Saturday daytimes).

Demand has dropped on route 48 by over 20% in the last 5 years, and routes 55 and 26 would together provide sufficient capacity along Hackney Road – the busiest point on all three routes.

The interchange point onto route 35 at Shoreditch Church has neither a shelter nor seating. These will both be considered, subject to funding, following the consultation response.

Route 271 night service (withdrawal)

The 'high' potential impact on equality groups has been identified due to the removal of a direct bus service and the potential impact on links to the Whittington Hospital. 24 hour route 43 serves roads north of Highbury Corner, stopping within 300m of the Whittington Hospital. Stops south of Baring Street are served by route 76 and stops south of Old Street are served by a variety of other night bus services, providing links to other hospitals. The section between Highbury Corner and Baring Street will however have no night service, impacting upon 160 customers per weeknight, however fewer than 5 customers travel between this section and the Whittington hospital per weeknight (and fewer still at weekends).

Route 341 (Interchange Proximity)

The 'high' potential impact on equality groups has been identified due to the 900 metre Interchange at Baylis Road for points currently served by 341 beyond Waterloo station.

Less than 3% of current passenger journeys would require this interchange.

Medium potential adverse impacts proposals

Curtail route 14 at Russell Square (interchange acceptability)

The location for interchange onto routes 24 or 29 (Tottenham Court Road) has neither a shelter nor seating. These facilities will be considered, subject to funding, following the consultation response.

Curtail route 134 at Warren Street and reduce frequencies (frequency reduction)

This proposal has been identified as having 'medium' potential impact on equality groups due to the reduction in frequency of greater than 10%. There is sufficient capacity on routes 24 and 29 to serve demand south of Warren Street.

Curtail route 3 at Whitehall Place (interchange acceptability)

The location for interchange onto routes 159 or 453 (Horse Guards Parade) has neither a shelter nor seating. These facilities will be considered, subject to funding, following the consultation response.

Curtail route 53 at county Hall (interchange acceptability)

At the interchange stop (A, St Thomas' Hospital County Hall) for routes 12 or 453, no shelter or seating is available. Interchange is however available at a number of other stops. These facilities will be considered, subject to funding, following the consultation response.

Restructure route 4 (interchange acceptability)

The location for interchange onto route 26 (St Pauls) has neither a shelter nor seating. These facilities will be considered, subject to funding, following the consultation response.

Reroute route 76 (interchange acceptability)

One of the locations for interchange (St Pauls) has neither a shelter nor seating. These facilities will be considered, subject to funding, following the consultation response.

Curtail route 476 from Euston to King's Cross (frequency reduction, interchange acceptability)

This proposal has been identified as having 'medium' potential impact on equality groups due to frequency reduction being >10 per cent. Usage on the route has dropped by 2 per cent (Monday – Friday) where only 6 buses per hour are now required at the busiest point. No seating is available for interchange at Kings Cross. This facility will be considered, subject to funding, following the consultation response.

Re-route 205 from Marylebone Station via Marylebone Road (frequency reduction)

This proposal has been identified as having 'medium' potential impact on equality groups due to due to frequency reduction being >10 per cent. The proposed new frequency would better match capacity with demand.

Curtail route 242 from St Paul's and Shoreditch (frequency reduction, interchange acceptability)

This proposal has been identified as having 'medium' potential impact on equality groups due to the frequency reduction of >10%. The re-routing proposed is part of a wider scheme

to restructure routes along Kingsland Road to ensure capacity is matched to demand, justifying the decrease in frequency. There is spare capacity on route 149, and on the London Overground, paralleling the Kingsland Road, although it is noted that the London Overground is not a reasonable alternative for those who can't afford to travel by rail.

The location for interchange onto route 8 (Bethnal Green Road) has neither a shelter nor seating. These facilities will be considered, subject to funding, following the consultation response.

Restructure route 40 (interchange acceptability)

The location for interchange onto route 343 (Walworth Road) has neither a shelter nor seating. These facilities will be considered, subject to funding, following the consultation response.

5. Mitigations

Careful consideration to the potential impacts of proposals to change the central London bus network has been given throughout the planning of these proposals. Where possible, routes have been proposed to be extended to limit the reduction of direct links, and where interchange would be required due to a route structure change; consideration has been given to the location of interchange and level of service available. Through this careful planning, we have minimised the potential adverse impact on equality groups, and where this is adverse impact is expected, there is clear rationale for the proposal.

We will however be looking to the consultation for comment on this assessment. Comments on any aspect of this assessment are welcome, but especially the key destinations identified, the resultant interchange locations and the assessment criteria. This assessment will be revisited and updated where necessary following the responses received. There are also a number of broader mitigations applicable to the package of route proposals as a whole.

Cost

The Hopper fare has largely removed the financial penalty of interchanging.

Communications

A customer communications plan will be developed to ensure that the implications of any service changes which are implemented are appropriately communicated to customers. A stakeholder and customer communications strategy has been developed to ensure customers are aware of any service changes and TfL will communicate alternative travel options to customers affected by any changes. TfL also understands that disabled customers have a higher reliance on paper-based sources than non-disabled customers. Communications must be tailored to the relevant audience.

Publicity

Alongside other elements such as the public consultation, publicity will be undertaken during and after any changes to the bus network are made; this will highlight such changes and encourage people to use the new bus network in central London.

Crowding

While the proposals would improve bus utilisation, crowding levels would be expected to be lower than at previous high levels of ridership experienced in 2014/15. TfL will however continuously monitor services to ensure that adequate capacity is provided.

Personal safety

Safety can be a concern for members of many equality groups. While levels of transport crime remain low, TfL and its transport policing partners, as well as bus operators, will continue to work closely together to ensure that offenders are dealt with robustly and that our staff and police officers are on hand to help customers who need assistance. Some of the key measures include high visibility policing and targeted action against offenders combined with TfL's travel demand management and communications activities to encourage improved passenger behaviour. TfL also has a variety of network wide campaigns to improve passengers' confidence in travelling, such as the campaign to encourage people to report unwanted sexual behaviour when using public transport with the support of the British Transport Police (BTP), Metropolitan Police Service (MPS) and City of London Police (CoLP).

Appendix A: EqIA assessment output for each service change proposal

Package	EqIA Ref	Route	Scheme	Potential adverse impact on equalities groups (Low = slight potential adverse impact; High = large potential adverse impact)				Overall Impact
				Frequency change	Interchange Number	Interchange Proximity	Interchange Acceptability	
Tottenham Court Road (TCR) - Reduce bus flows	1	14	Withdraw between Warren Street to TCR and extend to Russell Square (Putney – Russell Square)		L	L	M	M
	2	134	Withdraw between TCR to Warren Street. (North Finchley – Warren Street)	M	L	L	L	M
King Road – Shaftesbury Avenue corridor. Reduce bus flows on King’s Road, Piccadilly and Shaftesbury Avenue	3	9	Reroute from Pall Mall via Piccadilly circus .(Hammersmith – Aldwych)				L	L
	4	11	Withdraw between Fulham Broadway and Victoria (Liverpool St – Victoria)		L	L	L	L
	5	19	Cut back from Battersea to Holborn, New Oxford Street (Finsbury Park – Holborn)		H	L	L	H
	6	22	Withdrawn between Oxford Circus and Green Park and extended to Piccadilly Circus, Charles II Street (Putney – Piccadilly Circus)		L	L	L	L
	7	311	New route between Fulham Broadway and Oxford Circus via Victoria and Mayfair to retain links broken by 11, 19 and 22 cut backs	N/A				
Whitehall / Westminster Bridge corridor. Reduce bus flows	8	3	Withdraw between Trafalgar Square and Whitehall Place		L	L	M	M
	9	53	Withdraw between Whitehall and County Hall, Reduce Mon-Sat from 8 to 7.5bph (Plumstead – County Hall)	L	L	L	M	M
Waterloo – Fleet Street corridor. Reduce bus flows across Waterloo Bridge and along	10	4	Withdraw between Waterloo and New Change, extend to Blackfriars via Queen Victoria St (Archway – Blackfriars Walk less than 200 metres to Interchange onto high frequency route 26 at stop SH St Pauls Churchyard (towards Waterloo) and stop SK St Pauls Cathedral		L	L	M	M

Package	EqIA Ref	Route	Scheme	Potential adverse impact on equalities groups (Low = slight potential adverse impact; High = large potential adverse impact)				Overall Impact
				Frequency change	Interchange Number	Interchange Proximity	Interchange Acceptability	
Fleet Street			(towards Archway). Interchange to high frequency route 521 at stops SL and SM.					
	11	76	Re-route via London Wall and New Change		L	L	M	M
	12	172	Withdraw between Clerkenwell Green and Aldwych (Bellingham – Aldwych)		L	L	L	L
	13	341	Re-route via Farringdon Road and Charterhouse Street to retain links broken by 172 cut back, terminate at Waterloo Road rather than County Hall (Northumberland Park – Waterloo) Interchange at the same location onto high frequency route 76 at stops N and P to access County Hall terminus. Interchange 900 metres away onto route 59 stop P - Baylis Road to access points currently served by 341 beyond Waterloo station		L	H	L	H
Euston Road corridor - Reduce bus flows	14	59	Withdraw between Kings Cross and Euston, remove 3 peak jnys (Streatham Hill- Euston)	L	L	L	L	L
	15	476	Withdraw between Euston and King's Cross, Reduce Mon-Sat from 7.5 to 6 bph (Northumberland Park – King's Cross)	M	L	L	M	M
Marylebone Road faster journeys	16	205	Reroute via Marylebone Road instead of Marylebone station. Reduce from 7.5bph to 6.7bph (Paddington – Bow Church)	M	L	L	L	M
	17	N205	Reroute via Marylebone Road instead of Marylebone station (Paddington – Leyton, Downsell Road)		L	L	L	L
Kingsway – reduce bus flows	18	171	Withdraw between Holborn and Elephant & Castle (Bellingham – Holborn)		L	L	L	L

Package	EqIA Ref	Route	Scheme	Potential adverse impact on equalities groups (Low = slight potential adverse impact; High = large potential adverse impact)				Overall Impact
				Frequency change	Interchange Number	Interchange Proximity	Interchange Acceptability	
Kingsland Road corridor. Reduce bus flows. (ELL parallel)	19	67	Curtail at Dalston Junction Station(Wood Green - Dalston Junction)		L	L	L	L
	20	149	Reduce peak frequencies from 11 to 10 bph, add extra peak journeys and increase off-peak frequencies to 9bph to give sufficient capacity (Edmonton Green – London Bridge)	L				
	21	242	Divert via Shoreditch from St Paul's and extend via Commercial Street to Aldgate to retain links from 67 cut back. Reduce from 8bph to 6bph (Mon-Sat); 6 to 5 (evenings to Sundays) (Homerton – Aldgate) Interchange from stops L and N on Shoreditch High Street onto high frequency route 8 at stops J and K on Bethnal Green Road 230 metres away.	M	L	L	M	M
City Bridges I (Blackfriars / London). Reduce bus flows over London and Blackfriars Bridges and on Farringdon Road	22	35	Increase Monday to Friday peak frequencies from 6 to 8 bph to maintain capacity from 40 re-route (Clapham Junction – Shoreditch)					
	23	40	Withdraw between Aldgate and Elephant & Castle, extend to Clerkenwell Green via Blackfriars Road to retain broken links from 45 and 388 withdrawal from this section. (Dulwich – Clerkenwell Green)		L	L	M	M
	24	45	Withdraw between King's Cross and Elephant & Castle (Clapham Park – Elephant)		H	L	M	H
	25	46	Introduce an AM peak journey to maintain capacity on Gray's Inn Road due to 45 cut back (Lancaster Gate – St Bart's)					
	26	100	Extend from Museum of London to St Paul's to retain broken links from 388 cut back (Shadwell – St Paul's)					

Package	EqIA Ref	Route	Scheme	Potential adverse impact on equalities groups (Low = slight potential adverse impact; High = large potential adverse impact)				Overall Impact
				Frequency change	Interchange Number	Interchange Proximity	Interchange Acceptability	
	27	RV1	Withdraw [Aldwych – Tower Gateway]	Withdrawn	L	L	M	H
	28	343	Extend to Aldgate to retain broken links from RV1 withdrawal. Reduce from 8bph to 7.5bph (M-F), 8 to 6 (Sat) and 6-5 (Sun). (New Cross - Aldgate)	L				L
	29	388	Cut back from Elephant & Castle to Finsbury Circus (Stratford City – Finsbury Circus) Interchange onto route 100 at Wormwood Street 150 metres away for journeys to destinations between Liverpool Street and St Paul's. Passengers wishing to travel to destinations south of Blackfriars Station along the former routing of the 388 would need to interchange at the same location onto re-routed 4 (proposed) at St Paul's Station to Blackfriars Station. Passengers would then interchange onto routes 40 or 63 at Blackfriars Station via a short walk (stops to be confirmed).	M	H	L	M	H
City Bridges II (London) Reduce bus flows over London Bridge and Hackney Road	30	26	Increase Monday to Friday peak frequencies from 6 to 8 bph to maintain capacity on Hackney Road (from 48 withdrawal)					
	31	48	Withdraw [Walthamstow Central - London Bridge] Route will be served by route 55 from Walthamstow Bus Station to Shoreditch High Street. Passengers can interchange at stop S - Shoreditch Church (southbound) and stop R - Hackney Road Columbia Road (Northbound) onto high frequency route 35 to London Bridge at stop N 400 metres away.	Withdrawn	L	L	M	H

Package	EqIA Ref	Route	Scheme	Potential adverse impact on equalities groups (Low = slight potential adverse impact; High = large potential adverse impact)				Overall Impact
				Frequency change	Interchange Number	Interchange Proximity	Interchange Acceptability	
	32	55	Divert route 55 away from Leyton High Road and extend to Walthamstow Central Bus Station via the current route 48					
	33	271	Withdraw night service (Highgate Village – Moorgate)	Withdrawn				H

Appendix B: Key destinations affected, recommended alternative routing, and interchange (number and proximity) assessment

Note: Key destinations of particular importance to equality groups have been identified where a bus service change proposal may directly reduce connectivity or frequency of service. 62 Locations have been identified and, due to the density of the Central London network, all can be accessed through interchange onto other routes. Detail is available in Appendix B.

Key destinations identified represent a non-exhaustive list. Review of this assessment by members of the communities represented by equality groups through the consultation is crucial. Key destinations, and the impact assessment in section 5, will be updated accordingly following the consultation.

EqlA Ref	Route	Examples of Key Destinations Affected	Recommended alternative routing	Interchange (number)	Interchange (proximity)
1	14	<ul style="list-style-type: none"> University College London Hospital American International Church 	Interchange at the same location onto high frequency routes 24 or 29 at stop C - Tottenham Court Road and Stop R Bloomsbury Street.	L	L (same location)
2	134	<ul style="list-style-type: none"> London School of Hygiene & Tropical Medicine 	Interchange at the same location onto high frequency routes 24 or 29 at stop R on Hampstead Road and stop S on Drummond Street.	L	L (same location)
3	9	n/a	All stops within 400m of re-routed section.		
4	11	n/a	New high frequency route 311 from Fulham Broadway to Oxford Circus - use of same stops as current route 11 proposed.	L	L (same location)
5	19	<ul style="list-style-type: none"> Sloane medical practice Mayfair Islamic Centre Knightsbridge School 	<p><u>From the south</u>: route 22 provides links to Knightsbridge. For passengers south of King's Road, routes 49 and 319 provide links to route 22 (interchange at the same location, Carlyle Square, stop KF (eastbound) & stop KD (westbound)).</p> <p><u>From Knightsbridge</u> high frequency route 14 provides links to Tottenham Court Road by interchanging at same location at Hyde Park Corner, stops N & T. Routes 8 and 25 provide links to Holborn by interchanging at stops R & E or via a short walk to stops X and Z.</p>	H	L (same location)
6	22	<ul style="list-style-type: none"> Berkeley Square Medical 	Interchange at the same location onto new route 311 at stop C - Old Park Lane	L	L

EqlA Ref	Route	Examples of Key Destinations Affected	Recommended alternative routing	Interchange (number)	Interchange (proximity)
		Centre <ul style="list-style-type: none"> • St George's Church • Royal Academy of Arts 	(eastbound) & stop H - Green Park Station (westbound).		(same location)
7	311	N/A	New Route		
8	3	<ul style="list-style-type: none"> • London School of Business & Commerce 	Interchange at the same location onto high frequency routes 159 or 453 at Horse Guards Parade.	L	L (same location)
9	53	<ul style="list-style-type: none"> • Westminster Abbey • Westminster School 	Interchange at the same location onto high frequency routes 12 or 453 at stop A towards Whitehall or stop K towards Plumstead.	L	L (same location)
10	4	<ul style="list-style-type: none"> • St Phillips Medical Centre • St Mary-le-Strand Church • Kings College London 	Walk less than 200 metres to Interchange onto high frequency route 26 at stop SH St Pauls Churchyard (towards Waterloo) and stop SK St Pauls Cathedral (towards Archway). Interchange to high frequency route 521 at stops SL and SM. Formal road crossing available.	L	L
11	76	<ul style="list-style-type: none"> • St Margaret's Church • St Mary Aldermary 	Interchange at the same location in Moorgate onto routes 21, 43 or 141 for services towards Bank Station or alight at St Pauls Cathedral for locations in the Queen Victoria Street area, less than 400 metres away.	L	L (same location)
12	172	<ul style="list-style-type: none"> • Nuffield Health London City Health Clinic • St Andrew Church, Holborn • Anglia Ruskin University, London 	Interchange at the same location onto high frequency route 341 at stop E - Aldwych Drury Lane (towards Northumberland Park) and stop S - Aldwych Somerset House (towards Waterloo).	L	L (same location)
13	341	<ul style="list-style-type: none"> • Guy's and St. Thomas' Occupational Health Service • St Gabriel's Place Catholic Church • The Maughan Library 	Interchange at the same location onto high frequency route 76 at stops N and P to access County Hall terminus. Interchange 900 metres away onto route 59 stop P - Baylis Road to access points currently served by 341 beyond Waterloo station. Formal road crossings available.	L	H
14	59	<ul style="list-style-type: none"> • Royal National Throat, Nose and Ear Hospital • Kings Cross Church 	Interchange at the same location onto high frequency routes in Euston Bus Station towards Kings Cross and Trafalgar Square.	L	L (same location)
15	476	<ul style="list-style-type: none"> • The British Library 	Interchange at same location onto high frequency route 73 at stop K towards Stoke	L	L

EqlA Ref	Route	Examples of Key Destinations Affected	Recommended alternative routing	Interchange (number)	Interchange (proximity)
		<ul style="list-style-type: none"> University College / Hospital London St Pancras New Church Yard 	Newington and stop X towards Oxford Circus.		(same location)
16	205	N/A	New routing along Marylebone Road is still within 400m of the station entrance		
17	N205				
18	171	<ul style="list-style-type: none"> Royal Edinburgh Hospital St John's Church, Waterloo BPP University 	Interchange at the same location onto high frequency route 68 at stop V northbound and Stop R southbound.	L	L (same location)
19	67	<ul style="list-style-type: none"> East London NHS Foundation Trust Brick Lane Mosque London Metropolitan University 	Interchange at the same location onto high frequency re-routed 242 (proposed) at stop C - Dalston Junction Station (towards Wood Green) & stop D Kingsland Road / Forest Road (towards St Pauls).	L	L (same location)
20	149	N/A	No Interchange assessment necessary.		
21	242	<ul style="list-style-type: none"> Broadgate Spine and Joint Clinic BMI City Medical St Mary Aldermary Church Bevis Marks Synagogue Northumbria University 	Interchange from stops L and N on Shoreditch High Street onto high frequency route 8 at stops J and K on Bethnal Green Road 230 metres away. Formal road crossings available.	L	L
22	35	N/A	No Interchange assessment necessary.		
23	40	<ul style="list-style-type: none"> Royal College of Occupational Therapists London Christian School Southwark Cathedral Bevis Marks Synagogue Guy's Hospital London Bridge Hospital 	Interchange at same location onto high frequency route 35 at stops F and G on Newington Causeway. Passengers wishing to travel to Aldgate can interchange at the same location onto re-routed 343 (proposed) at stops R southbound and Hampton Street northbound, on Walworth Road.	L	L (same location)
24	45	<ul style="list-style-type: none"> UCL Eastman Dental 	Interchange at the same location onto high frequency route 63 at stop A, Elephant	H (Some)	L

EqlA Ref	Route	Examples of Key Destinations Affected	Recommended alternative routing	Interchange (number)	Interchange (proximity)
		<ul style="list-style-type: none"> institute Holborn Mosque St Pauls Cathedral St Bride's Church Holborn Mosque Great Ormond Street Hospital 	& Castle London Road (northbound) & Stop E (southbound). Passengers wishing to travel to destinations between Holborn Circus and Kings Cross along the former routing of the 45 would need to make a second interchange at the same location onto high frequency route 17 at stop HS - Snow Hill (towards Kings Cross) & stop HT - Snow Hill (towards Elephant & Castle).	passengers needing 2 interchanges)	(same location)
25	46	N/A	No Interchange assessment necessary.		
26	100	N/A	No Interchange assessment necessary.		
27	RV1	<ul style="list-style-type: none"> Guy's Hospital London School of business and finance St John's Church, Waterloo Southwark Cathedral London Bridge Hospital 	Passengers from Aldwych can use numerous high frequency routes to cross Waterloo Bridge. Route 381 parallels route RV1 from Waterloo to City Hall. Route 343 is being extended from City Hall to Aldgate, facilitating same stop interchange at stop J - City Hall (towards Tower Hill) & stop M - Tooley Street City Hall (towards Waterloo).	L	L (same location)
28	343	N/A	No Interchange assessment necessary.		
29	388	<ul style="list-style-type: none"> City of London School St Paul's Cathedral Saint Bartholomew's Hospital 	Interchange onto route 100 at Wormwood Street 150 metres away for journeys to destinations between Liverpool Street and St Paul's. Passengers wishing to travel to destinations south of Blackfriars Station along the former routing of the 388 would need to interchange at the same location onto re-routed 4 (proposed) at St Paul's Station to Blackfriars Station. Passengers would then interchange onto routes 40 or 63 at Blackfriars Station via a short walk (stops to be confirmed). Formal road crossing available.	H (some passengers needing 2 interchanges)	L
30	26	N/A	No Interchange assessment necessary.		
31	48	<ul style="list-style-type: none"> King's College London Guy's Campus 	Route will be served by route 55 from Walthamstow Bus Station to Shoreditch High Street. Passengers can interchange at stop S - Shoreditch Church (southbound) and stop R - Hackney Road Columbia Road (Northbound) onto high	L	L

EqIA Ref	Route	Examples of Key Destinations Affected	Recommended alternative routing	Interchange (number)	Interchange (proximity)
		<ul style="list-style-type: none"> • St Helen's Church, Bishopgate • Sandy Rows Synagogue • London Bridge Hospital 	frequency route 35 to London Bridge at stop N 400 metres away.		
32	55	N/A	No Interchange assessment necessary.		
33	271	<ul style="list-style-type: none"> • The Whittington Hospital 	24 hour route 43 parallels route 271 between Archway and Highbury and Islington. Passengers between Highbury and Islington and Old Street will have no replacement night service to the Whittington Hospital		

Appendix C – Interchange assessment (acceptability)

The following audit has been undertaken using internal TfL systems, and validated by site visits.

EqIA Ref	Route	Recommended alternative services	Bus Stop Name	Bus Stop Point Letter	Bus Stop Location (Street)	Bus Stop Accessibility Compliant	Shelter Provision	Information Provision	Lighting Provision	Seating available	Adverse impact rating
1	14	Interchange at the same location onto high frequency routes 24 or 29 at stop C - Tottenham Court Road and Stop R Bloomsbury Street.	Tottenham Court Road Station	C	TOTTENHAM COURT ROAD	Yes	None	Yes	Street Light	None	Medium
			Great Russell Street	R	BLOOMSBURY STREET	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
2	134	Interchange at the same location onto high frequency routes 24 or 29 at stop R on Hampstead Road and stop S on Drummond Street.	Warren Street Station/ Euston Road	R	HAMPSTEAD ROAD	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Hampstead Road/ Drummond Street	S	HAMPSTEAD ROAD	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
3	9		No effect	No effect	No effect						
4	11	New high frequency route 311 from Fulham Broadway to Oxford Circus (Use of same stops as current route 11 not yet confirmed). Interchange at Victoria for other destinations.	Grosvenor Gardens	Q	GROSVENOR GARDENS	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Buckingham Palace Road/ Bressenden Place	P	BUCKINGHAM PALACE ROAD	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
5	19	From the south: route 22 provides links to Knightsbridge. For passengers south of King's Road, routes 49 and 319 provide links to route 22	Carlyle Square	KF	King's Road	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Carlyle Square	KD	King's Road	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low

EqIA Ref	Route	Recommended alternative services	Bus Stop Name	Bus Stop Point Letter	Bus Stop Location (Street)	Bus Stop Accessibility Compliant	Shelter Provision	Information Provision	Lighting Provision	Seating available	Adverse impact rating
		(interchange at the same location, Carlyle Square, stop KF (eastbound) & stop KD (westbound). From Knightsbridge high frequency route 14 provides links to Tottenham Court Road by interchanging at same location at Hyde Park Corner, stops N & T. Routes 8 and 25 provide links to Holborn by interchanging at stops R & E or via a short walk to stops X and Z.	Hyde Park Corner Station	N	KNIGHTSBRIDGE	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Hyde Park Corner Station	T	KNIGHTSBRIDGE	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			New Oxford Street/ High Holborn	R	NEW OXFORD STREET	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Museum Street	E	BLOOMSBURY WAY	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			New Oxford Street	Z	NEW OXFORD STREET	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Tottenham Court Road Station	X	NEW OXFORD STREET	Yes	Bus Shelter	Yes	Street Light	Bus Shelter Seat	Low
6	22	Interchange at the same location onto new route 311 at stop C - Old Park Lane (eastbound) & stop H - Green Park Station (westbound).	Old Park Lane/ Hard Rock Cafe	C	PICCADILLY	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Green Park Station	H	PICCADILLY	Yes	Station Canopy	Yes	Street Light	Public Bench	Low
7	311	Likely to use same stops as current route 11. To be confirmed.	New Route								#N/A

Eq/A Ref	Route	Recommended alternative services	Bus Stop Name	Bus Stop Point Letter	Bus Stop Location (Street)	Bus Stop Accessibility Compliant	Shelter Provision	Information Provision	Lighting Provision	Seating available	Adverse impact rating
8	3	Interchange at the same location onto high frequency routes 159 or 453 at Horse Guards Parade.	Horse Guards Parade	No Point Letter	WHITEHALL	Yes	None	Yes	Street Light	None	Medium
			Horse Guards Parade	No Point Letter	WHITEHALL	Yes	None	Yes	Street Light	None	Medium
9	53	Interchange at the same location onto high frequency routes 12 or 453 at stop A towards Whitehall or stop K towards Plumstead.	Lower Marsh	A	WESTMINSTER BRIDGE ROAD	Yes	None	Yes	Street Light	None	Medium
			Lower Marsh	K	WESTMINSTER BRIDGE ROAD	Yes	Bus Shelter	Yes	Street Light	Bus Shelter Seat	Low
10	4	Interchange via a short walk onto high frequency route 26 at stop SH St Pauls Churchyard (towards Waterloo) and stop SK St Pauls Cathedral (towards Archway). Interchange to high frequency route 521 at stops SL and SM.	St Paul's Cathedral	SK	St Paul's Church Yard	Yes	None	Yes	Street Light	Public Bench	Medium
			St Paul's Churchyard	SH	Cannon Street	Yes	None	Yes	Street Light	None	Medium
			New Change/ Cannon Street	SL	New Change	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			New Change/ Cannon Street	SM	New Change	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
11	76	Interchange at the same location onto routes 21, 43 or 141.	Moorgate Station	B	Moorgate	Yes	Bus Shelter* (Temporary closure at time of audit)	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Finsbury Square	K	Moorgate	Yes	Bus Shelter	Yes	Bus Shelter	Bus Shelter	Low

EqIA Ref	Route	Recommended alternative services	Bus Stop Name	Bus Stop Point Letter	Bus Stop Location (Street)	Bus Stop Accessibility Compliant	Shelter Provision	Information Provision	Lighting Provision	Seating available	Adverse impact rating
									Light	Seat	
			St Paul's Cathedral	SK	St Paul's Church Yard	Yes	None	Yes	Street Light	Public Bench	Medium
			St Paul's Churchyard	SH	Cannon Street	Yes	None	Yes	Street Light	None	Medium
			New Change/ Cannon Street	SL	New Change	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			New Change/ Cannon Street	SM	New Change	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
12	172	Interchange at the same location onto high frequency route 341 at stop E - Aldwych Drury Lane (towards Northumberland Park) and stop S - Aldwych Somerset House (towards Waterloo).	Aldwych/ Drury Lane	E	ALDWYCH	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Aldwych/ Somerset House	S	STRAND	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
13	341	Interchange at the same location onto high frequency route 76 at stops N and P to access County Hall terminus. Interchange via a short walk (<400m) onto route 59 stop P - Baylis Road to access points currently served by 341 beyond Waterloo station. For destinations north of	Waterloo Bridge/ South Bank	N	WATERLOO BRIDGE	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Waterloo Bridge/ South Bank	p	WATERLOO BRIDGE	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Baylis Road/ Lambeth North Station	P	BAYLIS ROAD	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low

EqIA Ref	Route	Recommended alternative services	Bus Stop Name	Bus Stop Point Letter	Bus Stop Location (Street)	Bus Stop Accessibility Compliant	Shelter Provision	Information Provision	Lighting Provision	Seating available	Adverse impact rating
		Fetter Lane, there is no direct replacement service passengers would need to walk (>400m) or use routes via Farringdon Street.									
14	59	Interchange at the same location onto high frequency routes in Euston Bus Station towards Kings Cross and Trafalgar Square.	Euston Station	C	EUSTON BUS STATION	Yes	Bus Station Canopy	Yes	Bus Station Light	Bus Station Seat	Low
15	476	Interchange at same location onto high frequency route 73 at stop K towards Stoke Newington and stop X towards Oxford Circus.	King's Cross Road	K	PENTONVILLE ROAD	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			King's Cross/ Calendonian Road	X	PENTONVILLE ROAD	Yes	Bus Shelter	Yes	Bus Shelter Light	None	Medium
16	205	New routing along Marylebone Road is still within 400m of the station entrance.	No Interchange assessment necessary.								#N/A
17	N205	New routing along Marylebone Road is still within 400m of the station entrance.	No Interchange assessment necessary.								#N/A
18	171	Interchange at the same location onto high frequency route 68 at stop V northbound and Stop R southbound.	Elephant & Castle Station	V	ELEPHANT AND CASTLE	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Elephant & Castle Station	R	WALWORTH ROAD	Yes	Bus Shelter	Yes (damaged – to be replaced)	Bus Shelter Light	Bus Shelter Seat	Low

EqIA Ref	Route	Recommended alternative services	Bus Stop Name	Bus Stop Point Letter	Bus Stop Location (Street)	Bus Stop Accessibility Compliant	Shelter Provision	Information Provision	Lighting Provision	Seating available	Adverse impact rating
19	67	Interchange at the same location onto high frequency re-routed 242 (proposed) at stop C - Dalston Junction Station (towards Wood Green) & stop D Kingsland Road / Forest Road (towards St Pauls).	Kingsland Road/ Forest Road	D	KINGSLAND ROAD	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Dalston Junction Station	C	KINGSLAND ROAD	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
20	149	No change to existing stops.	No Interchange assessment necessary.								#N/A
21	242	Interchange via a short walk from stops L and N on Shoreditch High Street onto high frequency route 8 at stops J and K on Bethnal Green Road.	Bethnal Green Road/ Shoreditch High Street Station	J	BETHNAL GREEN ROAD	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Shoreditch High Street Station	K	BETHNAL GREEN ROAD	Yes	None	Yes	Street Light	None	Medium
			Shoreditch High Street/ Bethnal Green Road	L	SHOREDITCH HIGH STREET	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Shoreditch High Street Station	N	SHOREDITCH HIGH STREET	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
22	35	No change to existing stops.	No Interchange assessment necessary.								#N/A

EqIA Ref	Route	Recommended alternative services	Bus Stop Name	Bus Stop Point Letter	Bus Stop Location (Street)	Bus Stop Accessibility Compliant	Shelter Provision	Information Provision	Lighting Provision	Seating available	Adverse impact rating
23	40	Interchange at same location onto high frequency route 35 at stops F and G on Newington Causeway. Passengers wishing to travel to Aldgate can interchange at the same location onto re-routed 343 (proposed) at stops R southbound and Hampton Street northbound, on Walworth Road.	Elephant & Castle/ Newington Causeway	F	NEWINGTON CAUSEWAY	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Elephant & Castle/ Newington Causeway	G	NEWINGTON CAUSEWAY	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Elephant & Castle Station	R	WALWORTH ROAD	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Hampton Street	No Point Letter	WALWORTH ROAD	Yes	None	Yes	Street Light	None	Medium
24	45	Interchange at the same location onto high frequency route 63 at stop A, Elephant & Castle London Road (northbound) & Stop E (southbound). Passengers wishing to travel to destinations between Holborn Circus and Kings Cross along the former routing of the 45 would need to make a second interchange at the same location onto high frequency route 17 at stop HS - Snow Hill (towards Kings Cross) & stop HT - Snow Hill (towards Elephant & Castle).	Elephant & Castle/ London Road	A	LONDON ROAD	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Elephant & Castle/ London Road	E	LONDON ROAD	Yes	Bus Shelter	Yes	Street Light	Bus Shelter Seat	Low
			Snow Hill	HS	Farringdon Street	Yes	None	No – scheduled for replacement	Bus Shelter Light	Bus Shelter Seat	Medium
			Snow Hill	HT	Farringdon Street	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low

EqIA Ref	Route	Recommended alternative services	Bus Stop Name	Bus Stop Point Letter	Bus Stop Location (Street)	Bus Stop Accessibility Compliant	Shelter Provision	Information Provision	Lighting Provision	Seating available	Adverse impact rating
25	46	No change to existing stops.	No Interchange assessment necessary.								#N/A
26	100	No change to existing stops.	No Interchange assessment necessary.								#N/A
27	RVI	Passengers from Aldwych can use numerous high frequency routes to cross Waterloo Bridge. Route 381 parallels route RVI from Waterloo to City Hall. Route 343 is being extended from City Hall to Aldgate, facilitating same stop interchange at stop J - City Hall (towards Tower Hill) & stop M - Tooley Street City Hall (towards Waterloo).	City Hall	J	TOOLEY STREET	Yes	None	Yes	Street Light	None	Medium
			Tooley Street/ City Hall	M	TOOLEY STREET	Yes	None	Yes	Street Light	None	Medium
28	343	No change to existing stops.	No Interchange assessment necessary.								#N/A
29	388	Interchange via a short walk onto route 100 at Wormwood Street for journeys to destinations between Liverpool Street and St Paul's. Passengers wishing to travel to destinations south of	Wormwood Street	P	Wormwood Street	Yes	None	Yes	Street Light	None	Medium
			Wormwood Street	Q	Wormwood Street	Yes	None	Yes	Street Light	None	Medium

EqIA Ref	Route	Recommended alternative services	Bus Stop Name	Bus Stop Point Letter	Bus Stop Location (Street)	Bus Stop Accessibility Compliant	Shelter Provision	Information Provision	Lighting Provision	Seating available	Adverse impact rating
		Blackfriars Station along the former routing of the 388 would need to interchange at the same location onto re-routed 4 (proposed) at St Paul's Station to Blackfriars Station. Passengers would then interchange onto routes 40 or 63 at Blackfriars Station via a short walk (stops to be confirmed).	St Paul's Station	SW	St Martin's Le Grand	Yes	None	Yes	Street Light	None	Medium
			St Paul's Station	SP	Newgate Street	Yes	None	Yes	Street Light	None	Medium
30	26	No change to existing stops.	No Interchange assessment necessary.								#N/A
31	48	Route 55 will run from Walthamstow Bus Station to Shoreditch High Street. Passengers can interchange at stop S - Shoreditch Church (southbound) and stop R - Hackney Road Columbia Road (Northbound) via a short walk, onto high frequency route 35 to London Bridge at stop N. Interchange in the other direction is at stop X outside Shoreditch Town Hall for both routes 35 and 55.	Shoreditch Church	S	HACKNEY ROAD	Yes	None	Yes	Street Light	None	Medium
			Hackney Road/ Columbia Road	R	HACKNEY ROAD	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Shoreditch Town Hall	X	OLD STREET	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
			Shoreditch High Street Station	N	SHOREDITCH HIGH STREET	Yes	Bus Shelter	Yes	Bus Shelter Light	Bus Shelter Seat	Low
32	55	Last stop SL on High Road, Leyton will no longer be served.	#N/A								#N/A

EqIA Ref	Route	Recommended alternative services	Bus Stop Name	Bus Stop Point Letter	Bus Stop Location (Street)	Bus Stop Accessibility Compliant	Shelter Provision	Information Provision	Lighting Provision	Seating available	Adverse impact rating
		First stop ND on High Road, Leyton will no longer be served.	#N/A								#N/A
33	271	24 hour route 43 parallels route 271 between Archway and Highbury and Islington. Passengers between Highbury and Islington and Old Street will have no replacement night service to the Whittington Hospital	No alternative								#N/A

Appendix D – Section 149 Equality Act 2010 public sector equality duty

(1) A public authority must, in the exercise of its functions, have due regard to the need to—

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

(2) A person who is not a public authority but who exercises public functions must, in the exercise of those functions, have due regard to the matters mentioned in subsection (1).

(3) Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—

(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;

(b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;

(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

(4) The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

(5) Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—

(a) tackle prejudice, and

(b) promote understanding.

(6) Compliance with the duties in this section may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act.

(7) The relevant protected characteristics are—

age;

disability;

gender reassignment;

pregnancy and maternity;

race;

religion or belief;

sex;

sexual orientation.

(8) A reference to conduct that is prohibited by or under this Act includes a reference to—

(a) a breach of an equality clause or rule;

(b) a breach of a non-discrimination rule.

(9) [Schedule 18](#) (exceptions) has effect.

Modifications

Pt 11	Modified in relation to a Part 2 panel and the members of such a panel, an English Part 3 panel and the members of such a panel, and a Welsh Part 3 panel and the members of such a panel by Police and Crime Panels (Application of Local Authority Enactments) Regulations 2012/2734, reg. 6, reg. 3, reg. 4, reg. 5, Sch. 1(1) para. 6, Sch. 1(2) para. 21, Sch. 1(3) para. 37
Pt 11 c. 1 s. 149	Modified in relation to the exercise of immigration and nationality functions by Equality Act 2010 c. 15, Sch. 18 para. 2(1), Pt 11 c. 1 s. 149

Subject: Employment **Other related subjects:** Government administration; Local government

Keywords: Public sector equality duty

