

Step 1: Clarifying Aims

Q1. Outline the aims/objectives/scope of this piece of work

The Longlands Road project sits under the Bus Priority Portfolio within Network Sponsorship, with the East Team sponsoring the project delivery. Longlands Road is in the London Borough of Bexley. Please see the map below (Longlands Road is identified by the red arrow).



Longlands Road itself is a predominantly residential road, with the average distance of the road being 1.24km. However, surrounding Longlands Road is destinations such as Sidcup Station (Served by Southeastern trains – 170m North), Longlands Primary School (150m – South), Chatterbox House Day Nursery (90m – West), Christ Church Parish Hall (140m – East), Bexley Allotments (85m – South), a Parade of shops on both Station Road (90m – East) and Main Road (220m – West) and two Care Homes to the North (270m) and West (418m).

Our project aims to convert the hail and ride section, which currently operates on Longlands Road, to eight fixed bus stops. The distance between the proposed stops are within the Bus Stop guidelines (please see appendix A for more details). A bus stop is defined in the Cambridge Dictionary as 'a place, usually with a pole with a sign, where a bus stops to allow passengers to get on and off'. However, a hail and ride section is defined as 'boarding or alighting a mode of public transport by signalling the driver that one wishes to board or alight'. TfL have sections of Hail and Ride on certain bus routes, where between two certain stops the bus can be flagged down anywhere to allow customers on. For example, on the Route 233, the 'Hail and Ride Section' is between Marechal Niel Parade and Station Road/Crescent Road.

The Route 233 runs through Longlands Road in both the eastbound and westbound direction. It is a low frequency, single decker bus route with three buses per hour between 07:00am and 20:00pm plus, two buses per hour outside of these times (this is in both directions). The carriageway width along the road varies between 6.6m to the east, and up to 8.2 metres to the western end of the road. Additionally, the junction of Main Road – Longlands Road is a priority junction (with Longlands Road the minor arm) whilst the junction of Longlands Road – Station Road – Hatherley Crescent is signalised.

The reason behind this scheme is to help achieve targets within the MTS and the Healthy Streets Initiative. This scheme helps to contribute to the Policies and Proposals within the Good Public Transport Experience section, especially policies 10, 13, 14, 15 and proposals 54, 56, 57 and 59. All can be found between pages 133 and 161 of the MTS.

Q2. Does this work impact on staff or customers? Please provide details of how.

As far as known, there is no major impacts on staff. However, there will be a minor impact on the bus garage running the route 233. The route change will add 8 additional stops for bus drivers, therefore before and during the implementation, bus drivers should be well informed of the changes and their impacts.

For our customers, the hail and ride section will still run whilst works are being completed. It is important to note that LB Bexley will be undertaking the highway works whilst TfL will be installing the bus stop flags. The main impact is when works are being done outside a private property. To mitigate this, we will give residents advanced notice of when the works are due to start and maintain access for them.

Since Longlands Road is a well-lit residential road, there have been no plans for additional lighting.



Step 2: The Evidence Base

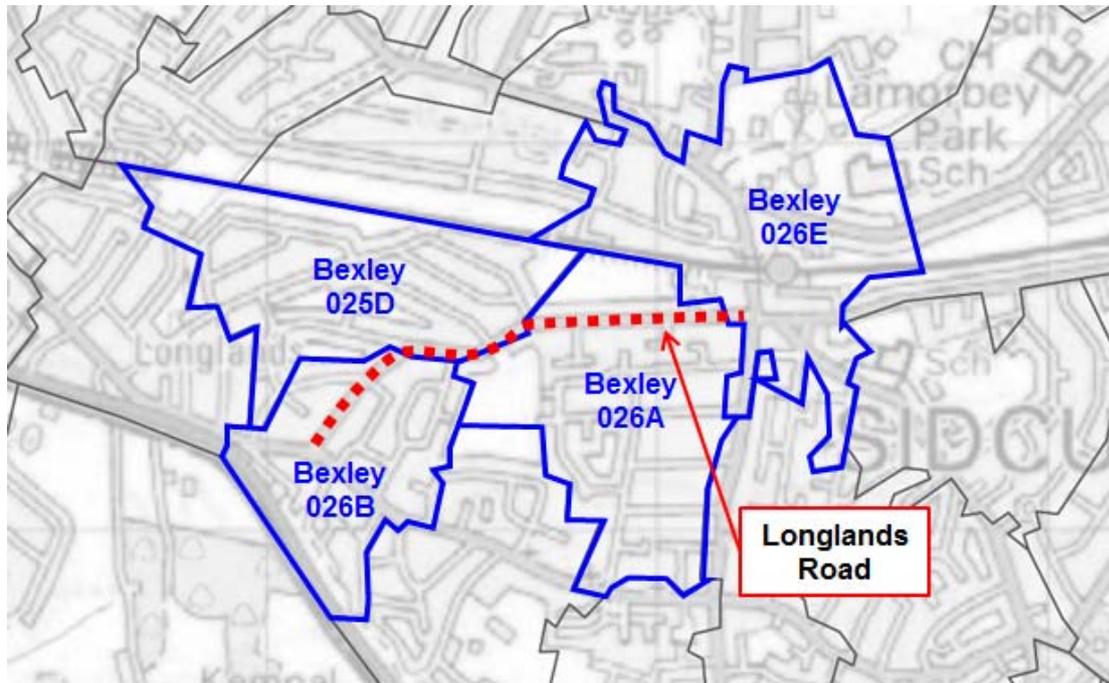
Q3. Record here the data you have gathered about the diversity of the people potentially impacted by this work. You should also include any research on the issues affecting inclusion in relation to your work

Consider evidence in relation to all relevant protected characteristics;

- Age
- Disability including carers¹
- Gender
- Gender reassignment
- Marriage/civil partnership
- Other – refugees, low income, homeless people
- Pregnancy/maternity
- Race
- Religion or belief
- Sexual orientation

The 2011 Census has been used to source data to understand the population covered by the scheme. Census data provides the most recent and comprehensive database which can be broken down by specific geographical areas including Lower Layer Super Output Areas (LSOA). LSOAs allow reporting of small area statistics with each area having an average population of 1,500.

Wherever possible, census data has been extracted for the four LSOAs which cover Longlands Road and the immediate surrounding areas (areas 025D, 026A, 026B and 026E – hereafter referred to as the 'Longlands Road area'). Where this is not possible, data for the Longlands Ward has been extracted. Bexley census data has also been extracted to enable a comparison at a borough level.



¹ Including those with physical, mental and hidden impairments as well as **carers** who provide unpaid care for a friend or family member who due to illness, disability, or a mental health issue cannot cope without their support

Age (data at LSOA level):

The highest age category in the Longlands Road area is 45-64 (25.6%) with the second highest age category being 65+ (21.3%). Compared to Bexley as a whole, there is a higher proportion of people aged 65+ in the Longlands Road area – the proportion of Bexley residents aged 65+ is 16.0%.

In contrast, the Longlands Road area has a lower proportion of people aged 0-15 with 15.9% compared to the borough-wide figure of 20.5%.

Disability including carers (data at LSOA level):

Using the classifications from the 2011 Census, a higher proportion of residents in the Longlands Road area (10.1%) are limited a lot in day-to-day activities compared to the whole of Bexley (7.3%). A slightly higher proportion of Longlands Road area residents also classify themselves as having bad health (4.5%) compared to the whole of Bexley (3.7%).

Looking at unpaid care, the proportion of the Longlands Road area population providing no unpaid care is consistent with the rest of the borough at 89.5%. There is a slightly higher proportion providing 1 to 19 hours unpaid care a week (at 7.5%) compared to Bexley as a whole (6.4%).

Gender (data at Ward level):

Within the Longlands Ward, 51.1% of the population are female and 48.9% are male. This is comparable with the rest of the borough population which is 51.4% female and 48.6% male.

Marriage/Civil Partnerships (data at LSOA level):

There is a slightly higher proportion of widowed or surviving partners from a same-sex civil partnership within the Longlands Road (10.1%) compared to Bexley as a whole (7.2%). The rest of the married/civil partnerships characteristics of the Longlands Road area are broadly like those of the borough.

Pregnancy/maternity (data at LSOA level):

There are few young children aged 0-4 within the Longlands Road area compared to Bexley as a whole. Within the four LSOAs, 5.3% of the usual residents are aged 0-4 while at the borough level the proportion is 6.5%.

Race/Ethnic group (data at LSOA level):

The largest ethnic group within the Longlands Road area is White (91.7%) followed by Asian/Asian British (4.4%) and Black/African/Caribbean/Black British (1.7%). This differs slightly from the ethnic groups across Bexley which are 81.9% White, 6.6% Asian/Asian British and 8.5% Black/African/Caribbean/Black British.

Religion (data at LSOA level):

Religious groups within the Longlands Road area are broadly consistent with Bexley as a whole. The 2011 Census returns show that the largest religious grouping is Christian (63.1%) with 24.0% of persons identifying with no religious group.

Step 3: Impact

Q4. Given the evidence listed in step 2, consider and describe what potential short, medium and longer term negative impacts this work could have on people related to their protected characteristics?

Protected Characteristic		Explain the potential negative impact
Age	Y	<p>Following the introduction of fixed stops, the distance to walk to a bus stop will increase compared to being able to hail the bus at any point on Longlands Road. This may negatively impact older people.</p> <p>During the construction of the fixed stops, there may be some noise pollution from the machinery used to plant the foundations. This may negatively impact older people.</p>
Disability including carers	Y	<p>Following the introduction of fixed stops, the distance to walk to a bus stop will increase compared to being able to hail the bus at any point on Longlands Road. This may negatively impact some disabled people.</p> <p>During the construction of the fixed stops, there may be some noise pollution from the machinery used to plant the foundations. This may negatively impact some disabled people</p>
Gender	N	<p>The scheme is not expected to have any negative impact on this protected characteristic.</p>
Gender reassignment	N	<p>The scheme is not expected to have any negative impact on this protected characteristic.</p>



Marriage/civil partnership	N	The scheme is not expected to have any negative impact on this protected characteristic.
Other – e.g. refugees, low income, homeless people	N	The scheme is not expected to have any negative impact on this protected characteristic.
Pregnancy/maternity	Y	Following the introduction of fixed stops, the distance to walk to a bus stop will increase compared to being able to hail the bus at any point on Longlands Road. This may negatively impact people who are pregnant.
Race	N	The scheme is not expected to have any negative impact on this protected characteristic.
Religion or belief	N	The scheme is not expected to have any negative impact on this protected characteristic.



Sexual orientation	N	The scheme is not expected to have any negative impact on this protected characteristic.
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Q5. Given the evidence listed in step 2, consider and describe what potential positive impacts this work could have on people related to their protected characteristics?

Protected Characteristic		Explain the potential positive impact
Age	Y	The scheme will deliver accessible bus stops along Longlands Road to improve boarding and alighting for all people. In addition, fixed stops will provide a certain location for passengers and helps regulate bus services. It also provides greater certainty on when and where the bus will stop to allow people to board and alight.
Disability including carers	Y	The scheme will deliver accessible bus stops along Longlands Road to improve boarding and alighting for all people. In addition, fixed stops will provide a certain location for passengers and helps regulate bus services. It also provides greater certainty on when and where the bus will stop to allow people to board and alight.
Gender	Y	The scheme will deliver accessible bus stops along Longlands Road to improve boarding and alighting for all people. In addition, fixed stops will provide a certain location for passengers and helps regulate bus services. It also provides greater certainty on when and where the bus will stop to allow for woman (who are primary carers) with children to board and alight.
Gender reassignment	N	The scheme is not expected to have any positive impact on this protected characteristic.



Marriage/civil partnership	N	The scheme is not expected to have any positive impact on this protected characteristic.
Other – e.g. refugees, low income, homeless people	N	The scheme is not expected to have any positive impact on this protected characteristic.
Pregnancy/maternity	Y	The scheme will deliver accessible bus stops along Longlands Road to improve boarding and alighting for all people. In addition, fixed stops will provide a certain location for passengers and helps regulate bus services.
Race	N	The scheme is not expected to have any positive impact on this protected characteristic.
Religion or belief	N	The scheme is not expected to have any positive impact on this protected characteristic.



Sexual orientation	N	The scheme is not expected to have any positive impact on this protected characteristic.
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Step 4: Consultation

Q6. How has consultation with those who share a protected characteristic informed your work?

List the groups you intend to consult with or have consulted and reference any previous relevant consultation? ²	If consultation has taken place what issues were raised in relation to one or more of the protected characteristics?
Northbourne Court Care Home	Consultation still to be undertaken. Details still to be finalised with Consultation team.
Longlands Primary School	Consultation still to be undertaken. Details still to be finalised with Consultation team.

² This could include our staff networks, the Independent Disability Advisory Group, the Valuing People Group, local minority groups etc.



Q7. Where relevant, record any consultation you have had with other projects / teams who you are working with to deliver this piece of work. This is really important where the mitigations for any potential negative impacts rely on the delivery of work by other teams.

LB Bexley are the highway authority along Longlands Road, so the project has been coordinated with them. The borough will also be undertaking a statutory traffic order consultation after our public consultation.



Step 5: Informed Decision-Making

Q8. In light of the assessment now made, what do you propose to do next?

Please select one of the options below and provide a rationale (for most EqIAs this will be box 1). Please remember to review this as and when the piece of work changes

<p>1. Change the work to mitigate against potential negative impacts found</p>	
<p>2. Continue the work as is because no potential negative impacts found</p>	
<p>3. Justify and continue the work despite negative impacts (please provide justification)</p>	<p>It is noted that introducing fixed bus stops will increase the walking distance to stop locations compared to hail & ride. However, the scheme will deliver accessible bus stop facilities which will benefit all local people and also enable better regulation of the bus service along this section of route. It also provides greater certainty on when and where the bus will stop to allow people to board and alight.</p> <p>Following public consultation, it will be considered if any further changes are required from responses received.</p>
<p>4. Stop the work because discrimination is unjustifiable and no obvious ways to mitigate</p>	



Appendix A

Figure 1.1

A diagram depicting the average distance between the proposed Westbound and Eastbound stops.

EASTBOUND →										
Existing stop	< 281m >	EB1	< 230m >	EB2A	< 499m >	EB3	< 372m >	EB4	< 140m >	Existing stop

← WESTBOUND										
Existing stop	< 281m >	WB4	< 255m >	WB3B	< 435m >	WB2	< 432m >	WB1	< 138m >	Existing stop

The distance between some stops is slightly larger than 400m due to visibility issues that may arise from priority junctions on the bend (in the central section on Longlands Road). Also, minimising the disruption to permit holder parking was a key aim, so the stops have been placed accordingly.