**Purpose:**

Transport for London (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 (section 149 of the Equality Act 2010).

Bus services are planned in accordance with the ‘TfL Bus Service Planning Guidelines’, which actively give due regard to all London bus users. This EqIA demonstrates the consideration given to each of the protected characteristics, as defined by the Equality Act 2010, throughout this process.

### 1. SUMMARY OF PROPOSAL AND RATIONALE

<table>
<thead>
<tr>
<th>Service</th>
<th>Current service</th>
<th>Proposed changes</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>335</td>
<td>N/A</td>
<td>Two options for introducing a new route between Kidbrooke and North Greenwich.</td>
<td>Provide new direct connections between Kidbrooke to Blackheath and North Greenwich and to provide additional capacity on the existing corridors.</td>
</tr>
</tbody>
</table>
2. DETAILS OF CHANGES

The map above shows the proposed changes.

3. IMPACT ASSESSMENT

Introduction of new route 335 between Kidbrooke and North Greenwich

- This will provide new direct journey opportunities between Kidbrooke, Blackheath and North Greenwich (option dependent) without the need to interchange / change buses.
- Nobody will be any further from the bus network.

<table>
<thead>
<tr>
<th>Gender Identity</th>
<th>Marriage, Civil P’ship</th>
<th>Ethnicity</th>
<th>Disability</th>
<th>Age</th>
<th>Religion, Belief</th>
<th>Sex</th>
<th>Pregnancy, Maternity</th>
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</table>

Interchange convenience – positive impact on equalities groups

Highly beneficial
### Frequency increase various corridors

- Additional capacity will be provided on several corridors, option dependent, which will increase comfort on the bus and will reduce waiting time.

<table>
<thead>
<tr>
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</tr>
</tbody>
</table>

**Waiting Time** – positive impact on equalities groups

- **Moderate beneficial**
4. MITIGATIONS & OTHER OPTIONS CONSIDERED

- Options to route via Charlton have been considered, however this would reduce the attractiveness of the link between Kidbrooke and North Greenwich and would not provide a reasonable alternative to existing routes to North Greenwich.

5. CONSULTATION FEEDBACK (to be reviewed after public consultation)

<table>
<thead>
<tr>
<th>Comments</th>
<th>Response/Action</th>
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</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>
According to the 2011 census data, the local demographics for the Royal Borough of Greenwich are:

**Ethnicity composition:**
- White - 62% (National Average 86%)
- BAME - 38% (National Average 14%)

**Disability composition:**
- Day to day activities not limited - 84.9% (National Average 82.1%)
- Day to day activities limited a lot - 7.5% (National Average 8.5%)
- Day to day activities limited a little - 7.6% (National Average 9.4%)

**Age composition:**
- 0-17 - 24.0% (National Average 21.3%)
- 18-24 - 10.6% (National Average 9.4%)
- 25-44 - 34.5% (National Average 27.4%)
- 45-64 - 2% (National Average 25.4%)
- 65+ - 12.3% (National Average 16.4%)

In this section, we will address each of the detailed changes listed in section 2 above, and demonstrate the consideration of their potential adverse impacts on the following protected characteristics defined by the Equality Act 2010:

- Gender Identity
- Marriage, Civil Partnership
- Ethnicity
- Disability
- Age
- Religion, Belief
- Sex
- Pregnancy, Maternity

Due to the nature of the proposals, the review focused on evaluating the potential adverse impacts on walking distances, waiting times and interchange using the following keys:

**Walking Distances**
Lengthening walking distances may adversely impact on equalities groups with mobility impairments, greater concerns around safety or security, or where there is a particular demand attractor (key destination) affected.

- Low potential adverse impact: Any service access requirement is at the same stop or less than 200 metres away.
- Medium potential adverse impact: If the service access is between 200-400 metres away.
- High potential adverse impact: If a service access point is greater than 400 metres away, or any distance that requires a road crossing without formal crossing infrastructure.

**Waiting Times**
Longer waiting time may adversely impact on equalities groups with greater concerns around safety or security.

- Low potential adverse impact: Any service reduction that would mean average wait times increase by up to 25%
- Medium potential adverse impact: Any service reduction that would mean average wait times increase by up to 50%
- High potential adverse impact: Any service reduction that would mean average wait times increase by up over 50%

**Interchange assessment**
Increased interchange may adversely impact on equalities groups with mobility impairments, greater concerns around safety or security, or where there is a particular demand attractor (key destination) affected.

- Low potential adverse impact: Any interchange requirement is at the same stop or less than 200m
- Medium potential adverse impact: Any interchange requirement that is between 200m and 400m
- High potential adverse impact: Any interchange requirement is greater than 400m, or any distance that requires a road crossing without formal crossing infrastructure.