

**EQUALITIES IMPACT ASSESSMENT (EqIA):
404/434 BUS SERVICES REVIEW**

Purpose:

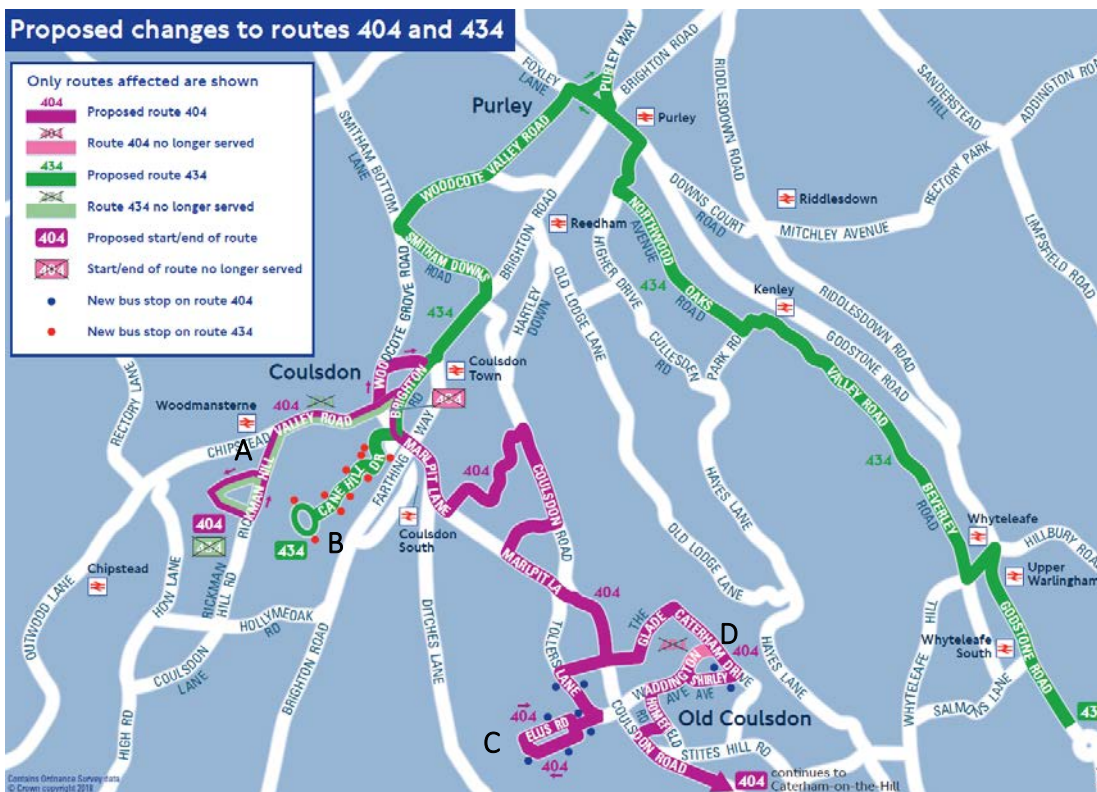
Transport for London (TfL) has a legal duty to eliminate unlawful discrimination, and to advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not (section 149 of the Equality Act 2010).

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

Service	Current service	Proposed changes	Rationale
404	One bus per hour Coulsdon, Red Lion to Caterham On The Hill, Westway Common Approximately 370 passenger trips per day.	Increase frequency to two buses per hour. Extend to Rickman Hill. The route is to be re- routed along Shirley Avenue. New stops are proposed along Goodenough Way, Ellis Road, Lacy Green and Tolliers Lane.	The 404 service is to be extended to Rickman Hill to mitigate the loss of the 434 providing connections to Coulsdon Town where passengers can change bus to get to Purley/Whyteleafe. The frequency is to be increased to match that of route 434 which no longer serves Rickman Hill. It is also proposed to travel through Goodenough Way, Ellis Road, Lacy Green and Tollers Lane to connect the residents to the bus network which there was no previous access. Service 404 is also re-routed along Shirley Avenue to provide better connections to the area as the current stops on Waddington Lane are underutilized.
434	Two buses per hour Coulsdon, Ridgemount Avenue to Whyteleafe South, Court Bushes Road Approximately 1,100 passenger trips per day.	Increase to three buses per hour. Re- route to Cane Hill Drive.	Service 434 is to be re-routed away from Rickman Hill to connect the residents of Cane Hill Drive to the network. The proposed frequency change is to meet increased demand at Cane Hill.

2. DETAILS OF CHANGES



The map above shows the proposed changes to route 404 and 434 routes. The purple lines show the proposed route for the 404 with the parts in Pink show sections to be removed. The lines in green show route 434 with sections in light green no longer being served. The blue circles show new stops on the 404 service and the red circles show new stops on the 434 service.

The following table summarises the main elements of the proposal that may have an adverse impact on equalities groups and are therefore considered in this review:

Ref	Change	Detail
A	Removal of route 434 and introduction of route 404, Rickman Hill and Valley Road	This section of service 434's current route (shown in light green and labelled A) would be removed from the service's route under the proposed changes. Route 404 would be introduced to replace this section that is no longer served by route 434.
B	Introduction of route 434, Cane Hill Drive	Route 434 would now start at Cane Hill Drive (Shown in green and labelled B)
C	Introduction of route 404, Tollers Lane Estate (Keston Avenue, The Crossways, Tollers Lane, Lacy Green, Goodenough Way and Ellis Road)	Route 404 will be extended to serve the roads surrounding Tollers Lane Estate under proposed changes (Shown in purple and labelled C).
D	Re-routing of route 404, Caterham Drive, Shirley Avenue and Waddington Avenue	The section of service 404's current section (Shown in pink and labelled D) would be removed under the proposed changes. The route would instead run along Caterham Drive turning on to Shirley Drive before re-joining the previous section on Waddington Avenue.

E	Frequency on service 404	To mitigate the loss of route 434 to Rickman Hill, route 404 will be increased to two buses an hour to maintain the level of service the area receives.
F	Frequency on Service 434	To account for the increase in patronage due to the service being provided to new areas, route 434 will increase to three buses per hour.

3. IMPACT ASSESSMENT

A: Removal of route 434 and introduction of route 404, Rickman Hill and Valley Road

- There are currently around 170 passengers per day using the Rickman Hill Section on route 434, of these around 55 regularly travel beyond Coulsdon and would need to interchange to continue their journey to Purley or Whyteleafe.
- This will provide new links beyond Coulsdon Town Centre to Coulsdon South Station, Old Coulsdon and Caterham.
- Nobody will be any further from the bus network.



Gender Identity	Marriage, Civil P'ship	Ethnicity	Disability	Age	Religion, Belief	Sex	Pregnancy, Maternity
			✓	✓			✓
Interchange inconvenience – potential adverse impact on equalities groups						S light adverse	

The groups indicated above have been identified as potentially impacted by this change, due to changes in walking distances.

B: Introduction of route 434, Cane Hill Drive

- Large parts of Cane Hill Estate is more than a five minute walk from the nearest bus stop and is very hilly and therefore difficult for people with mobility issues to access by walking.
- This will bring 600 new households closer to the bus network, providing direct access to Coulsdon Town Centre, Coulsdon Station, Purley and Whyteleafe.
- Passengers will be able to interchange in Coulsdon to access Croydon or Caterham.

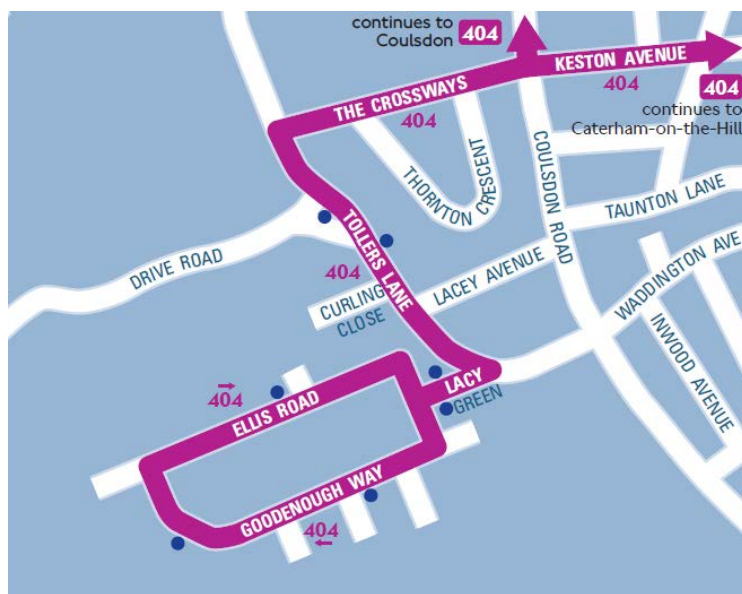


Gender Identity	Marriage, Civil P'ship	Ethnicity	Disability	Age	Religion, Belief	Sex	Pregnancy, Maternity
			✓	✓			✓
Walking distance – positive impact on equalities groups						High beneficial	

The groups indicated above have been identified as potentially impacted by this change, due to changes in walking distances, especially with hills.

C: Introduction of route 404, Tollers Lane Estate (Keston Avenue, The Crossways, Tollers Lane, Lacy Green, Goodenough Way and Ellis Road)

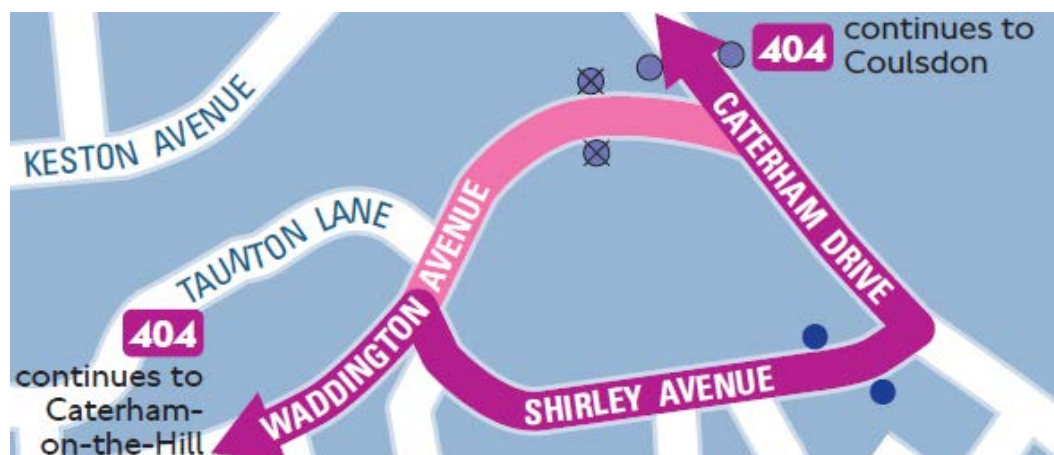
- The Western part of Tollers Lane Estate is more than a five minute walk from the nearest bus stop.
- Introducing a service will bring 250 households within a five minute walk to a bus stop.
- Introducing route 404 will provide direct links to Coulsdon Town Centre, Coulsdon Town Station, Coulsdon South Station and Caterham. There will also be access to high frequency routes serving Purley and Croydon in Coulsdon.



Gender Identity	Marriage, Civil P'ship	Ethnicity	Disability	Age	Religion, Belief	Sex	Pregnancy, Maternity
			✓	✓			✓
Walking distance –positive impact on equalities groups						High beneficial	

The groups indicated above have been identified as potentially impacted by this change, due to the route changes' proximity to schools, and increased walking distances.

D: Re-routing of route 404, Caterham Drive, Shirley Avenue and Waddington Avenue



- There are currently an average of five passengers a day using the stops on the withdrawn section of Waddington Avenue, they would need to walk an additional two minutes to access stops on Caterham Drive. Passengers using the southbound stop would need to cross Caterham Drive to gain access to the 404.
- Re-routing to Shirley Avenue brings more residents closer to the nearest bus stop. Shirley Avenue is on a steep hill and may have an effect on people with mobility issues.

Gender Identity	Marriage, Civil P'ship	Ethnicity	Disability	Age	Religion, Belief	Sex	Pregnancy, Maternity
			✓	✓			✓
Potential adverse impact on equalities groups from removing stops on Waddington Avenue						Moderate adverse	
Positive impact on equalities groups from serving Shirley Avenue						High beneficial	

E: Frequency increase on service 404

- There will be sufficient capacity on this route to meet demand from the new sites served. Waiting time will improve.

Gender Identity	Marriage, Civil P'ship	Ethnicity	Disability	Age	Religion, Belief	Sex	Pregnancy, Maternity
			✓	✓			✓
Waiting Time – positive impact on equalities groups						Moderate beneficial	

F: Frequency increase on service 434

- There will sufficient capacity on this route to meet demand from the new site served. Waiting time will improve.

Gender Identity	Marriage, Civil P'ship	Ethnicity	Disability	Age	Religion, Belief	Sex	Pregnancy, Maternity
			✓	✓			✓
Waiting Time – positive impact on equalities groups						Moderate beneficial	

4. MITIGATIONS & OTHER OPTIONS CONSIDERED

- Leave route 434 unchanged. Divert the 404 via Tollers Lane and Shirley Avenue. Extend it from Coulsdon to Cane Hill. This would require a double run into the Cane Hill Estate, increasing journey times for anyone accessing Coulsdon.
- A new route would operate between Cane Hill Estate and Caterham, serving Tollers Lane. It would operate every half an hour. This would provide links to Caterham and Coulsdon South, but would not serve Coulsdon town centre, and so would be expected to generate less trips from the new development.
- As Croydon has a large number of BAME residents (45% vs the national average of 14%) we will liaise with the Croydon BAME forum and organise a briefing session to discuss the changes.

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

Comments	Response/Action

6. APPENDIX: LOCAL DEMOGRAPHICS

According to the 2011 census data, the local demographics for Croydon are:

- **Ethnicity composition:**
White - 55% (National Average 86%)
BAME - 45% (National Average 14%)
- **Disability composition:**
Day to day activities not limited - 85.4% (National Average 82.1%)
Day to day activities limited a lot - 6.7% (National Average 8.5%)
Day to day activities limited a little - 7.9% (National Average 9.4%)
- **Age composition:**
0-17 - 24.6% (National Average 21.3%)
18-24 - 8.9% (National Average 9.4%)
25-44 - 30.3% (National Average 27.4%)
45-64 - 24.1% (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

While the borough has lower than average proportion of elderly and disabled, these groups will still be considered in this review. Due to the nature of the proposal, the review will focus on evaluating the impact on walking distances and waiting times, as increased walking and waiting times has an adverse impact on key equalities groups, using the following keys:

Walking Distances

- Slight potential beneficial / adverse impact: Any service access requirement is at the same stop or less than 200 metres away.
- Moderate potential beneficial / adverse impact: If the service access is between 200-400 metres away.
- High potential beneficial / adverse impact: If a service access point is greater than 400 metres away.

Waiting Times

- Slight potential beneficial / adverse impact: Any service change that would mean average wait times change by up to 25%
- Moderate potential beneficial / adverse impact: Any service change that would mean average wait times change by up to 50%
- High potential beneficial / adverse impact: Any service change that would mean average wait times change by up over 50%