

W19: Re-routing and Evening Extension Beyond Walthamstow

Step 1: Clarifying Aims

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

Route W19 operates between Ilford, Hainault Street and Walthamstow, Argall Avenue. Between South Access Road and Argall Avenue it operates via the gated council depot premises. The opening hours of the facility restricts its operation to Argall Avenue requiring it to terminate at South Grove when the council depot is closed.

As part of the Coppermill Area Liveable Neighbourhoods project, it is proposed to reopen a road link between South Access Road and Argall Avenue. This would also enable route W19 to avoid the council depot when it operates to Argall Avenue. The scheme also includes a bus gate to the north of the Council depot to reduce through traffic and create bus priority benefits.

It is proposed to reroute W19 direct from South Access Road into Argall Avenue and avoid the Council depot. It is also proposed to extend the W19 to terminate at Argall Avenue at all times.

Q2. Does this work affect passengers? Please provide details of how.

- The change of routeing is located between two consecutive bus stops Low Hall Manor Business Centre and Argall Avenue. The proposal does not affect any existing bus stops and route W19 will continue to serve the stops.
- The provision of a bus gate on South Access Road along with the re-routeing outside of the council premises will provide a direct and more reliable journey for passengers.
- The proposal to extend operating hours to Argall Avenue will enable the route to serve all locations beyond Walthamstow, South Grove in the evenings.

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

AGE

8% of bus users are aged 65 or over, which is lower than the population of London as a whole (11%).

29% of bus users are young people under 25, which is lower than the population of London as a whole (32%).

DISABILITY including carers

10% of bus users are disabled, which is lower than the population of London as a whole (14%). This includes people with physical, sensory or cognitive impairments.

Data on bus usage by carers is not currently available.

GENDER

57% of day bus passengers are women, which is higher than the population of London as a whole (51%).

64% of night bus users are men, which is higher than the population of London as a whole (49%).

GENDER REASSIGNMENT

Data on bus usage by individuals who share this protected characteristic is not currently available.

MARRIAGE / CIVIL PARTNERSHIP

Data on bus usage by individuals who share this protected characteristic is not currently available.

PREGNANCY / MATERNITY

Women are 57% of London bus passengers and a significant number of these may be accompanied by young children or may be pregnant.

RACE

47% of bus passengers are from BAME communities, which is higher than the population of London as a whole (40%).

53% of bus users are White, which is lower than the population of London as a whole (60%).

RELIGION / BELIEF

Data on bus usage by individuals who share this protected characteristic is not currently available.

SEXUAL ORIENTATION

Data on bus usage by individuals who share this protected characteristic is not currently available.

OTHER – refugees, low income, homeless people

Data on bus usage by individuals who share this protected characteristic is not currently available.

Bus specific data is from TfL Bus users Survey

London wide data from 2011 Census

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	N	
Disability including carers	N	
Gender	N	
Gender reassignment	N	

Marriage/civil partnership	N	
Pregnancy/maternity	N	
Race	N	
Religion or belief	N	
Sexual orientation	N	

<p>Other – e.g. refugees, low income, homeless people</p>	<p>N</p>	
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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?

<p>Protected Characteristic</p>		<p>Explain the potential positive impact</p>
<p>Age</p>	<p>Y</p>	<p>The proposal secures a bus service in the evening between Argall Avenue and South Grove. It reduces the walking distance to an active bus stop in the evening for residents using route W19.</p>
<p>Disability including carers</p>	<p>Y</p>	<p>The proposal secures a bus service in the evening between Argall Avenue and South Grove. It reduces the walking distance to an active bus stop in the evening for residents using route W19.</p>
<p>Gender</p>	<p>N</p>	

Gender reassignment	N	
Marriage/civil partnership	N	
Pregnancy/maternity	Y	<p>The proposal secures a bus service in the evening between Argall Avenue and South Grove. It reduces the walking distance to an active bus stop in the evening for residents using route W19.</p>
Race	N	
Religion or belief	N	

Sexual orientation	N	
Other – e.g. refugees, low income, homeless people	N	

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? ¹	If consultation has taken place what issues were raised in relation to one or more of the protected characteristics?
LBWF	The scheme has been designed in conjunction with LBWF officers as part of their wider Liveable Neighbourhood scheme. The Borough will also be formally consulted on the scheme.
LTW	The Passenger Watchdog representing all London Passengers will be formally consulted on the scheme.

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.

The scheme has arisen as a consequence of work on the Coppermill Liveable Neighbourhood Scheme. Discussions have been had with the Sponsor and LBWF Highway officers.