

**Bristol City Council Equality Impact Assessment Form**

(Please refer to the Equality Impact Assessment guidance when completing this form)



Name of proposal	City Centre Framework
Directorate and Service Area	Growth & Regeneration – City Centre Development
Name of Lead Officer	Jason Thorne

**Step 1: What is the proposal?**

Please explain your proposal in Plain English, avoiding acronyms and jargon. This section should explain how the proposal will impact service users, staff and/or the wider community.

<p><b>1.1 What is the proposal?</b></p> <p>The City Centre Framework aims to ensure Bristol continues to be an attractive place to work, live, learn and visit. It has been developed with continuous stakeholder input and incorporates feedback from public consultation that was undertaken in 2018 on the draft City Centre Framework document.</p> <p>The Framework sets out aspirations for improved patterns of movement within the City Centre, the potential for new development, and enhancing public spaces (streets and green/open spaces).</p> <p>In summary, we want to see:</p> <ul style="list-style-type: none"><li>- A liveable, vibrant, safe and inclusive city centre</li><li>- Improved walking, cycling and public transport</li><li>- An enhanced retail, leisure and cultural offer</li><li>- New homes, employment space, enhancement of heritage assets, improved streets and green space</li></ul> <p>We need to minimise congestion and improve health and air quality, creating better places and improving the reliability and resilience of the transport network in central Bristol. We also need to tackle climate change with the West of England Combined Authority (WECA) declaring a climate emergency and all three of WECA’s constituent councils – Bath &amp; North East Somerset, Bristol and South Gloucestershire also declaring a climate emergency.</p>
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The Framework includes a set of transport aims and proposals for the city centre including: new and expanded pedestrian priority areas, improved management of traffic, increased bus priority, continuous safe cycle routes for all ages and abilities, and new and expanded Park and Ride services and enhanced public spaces. All of which are to improve movement around the city centre for all travel modes and increase physical activity by promoting walking and cycling, and encouraging the use of public transport.

In terms of physical development, the Framework seeks to promote the city centre for a range of uses, leading to much needed new homes (including affordable), employment space, and retail and leisure opportunities for all citizens of Bristol. These developments will create employment and skills opportunities during the construction and operational phases.

## **Step 2: What information do we have?**

Decisions must be evidence-based, and involve people with protected characteristics that could be affected. Please use this section to demonstrate understanding of who could be affected by the proposal.

### **2.1 What data or evidence is there which tells us who is, or could be affected?**

The Framework aims to improve journeys by all travel modes, access to homes, employment, retail and leisure opportunities within the central area for all residents and visitors to Bristol. As such there will be opportunities to improve accessibility and the overall experience for all equalities groups coming into the City Centre.

Those benefiting from implementation of the Framework would reflect the general population of Bristol as well as visitors and commuters from further afield. Census 2011 data provides a breakdown of people who travel to work in terms of gender, age, education levels, job type and origin point of journey.

Diversity data from the Census data helps us understand the demographics in Bristol which are as follows:

	Demographics in Bristol are %
Aged 15 and under	18.4%
16-24	15.6%
65 – 74	6.5%
75 and over	6.6%
Male	49.8%
Female	50.2%
People with a disability or long term limiting illness	16.7%
Black and minority ethnic background	16%
White British ethnic background	77.9%
Other White ethnic background	6.1%
People whose main language is not English	8.5%
Lone Parent Household	12%

Enhanced traffic management and public realm improvements will create a place which is beneficial to all members of our community by allowing better movement throughout the City Centre. It will help to address the high numbers of our citizens from equalities groups who think traffic congestion is a problem, both locally and within the City Centre Framework area. Congestion in the central area often impacts bus services in areas outside the city centre causing delays and unreliability.

Indicator	% who think traffic congestion is a problem locally
<b>Characteristic</b>	<b>Percentage</b>
16 to 24 years	73.7%
50 years and older	75.3%
65 years and older	75.5%
Female	76.4%
Male	77.7%
BAME	78.3%
WME [White Minority Ethnicity]	76.6%
Disabled	78.0%
Carer	80.4%
Single Parent	82.3%
Religion or faith	76.2%
No religion or faith	79.7%
Lesbian, Gay or Bisexual	80.3%
<b>Bristol Average</b>	<b>77.0%</b>

*source: Quality of Life in Bristol survey 2019-20*

By creating new and expanded pedestrian priority areas and improvements to the cycle network there will be more space for pedestrians and cyclists, which is also likely to have a benefit for wheelchair users, people using pushchairs and anyone with sight or hearing loss etc.

The table below shows some groups and in particular young people are more likely to walk to work than average, so are likely to benefit directly from improvements. It is expected that improvements will also encourage more people to walk and experience the positive benefits associated with walking.

Indicator	% who walk to work
<b>Characteristic</b>	<b>Percentage</b>
16 to 24 years	36.3%
50 years and older	16.0%
65 years and older	14.8%
Female	24.4%
Male	19.4%
BAME	25.3%
WME [White Minority Ethnicity]	23.2%
Disabled	11.0%
Carer	20.0%
Single Parent	20.3%
Religion or faith	20.0%
No religion or faith	25.3%
Lesbian, Gay or Bisexual	26.7%
<b>Bristol Average</b>	<b>21.9%</b>

*source: Quality of Life in Bristol survey 2019-20*

Continuous safe cycle routes will create more desirable routes for cyclists who will choose to use these routes and as a consequence will allow more space for pedestrians with less opportunity for conflict. This is likely to have a benefit for all users in particular wheelchair users, people using pushchairs and anyone having reduced hearing or visibility.

Improvements to cycle routes which aim to cater for all ages and abilities will make cycling a more attractive option including for users of specialist or inclusive cycles, to travel to work or for other purposes such as leisure or meeting friends and family. It is hoped that citizens from equalities groups that are currently under-represented will be encouraged to start cycling or cycle more for any purpose and experience all the positive benefits associated with cycling.

Indicator	% who cycle to work
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Characteristic	Percentage
16 to 24 years	10.1%
50 years and older	8.0%
65 years and older	5.7%
Female	12.1%
Male	21.1%
BAME	10.0%
WME [White Minority Ethnicity]	20.8%
Disabled	5.1%
Carer	10.2%
Single Parent	18.3%
Religion or faith	10.2%
No religion or faith	20.8%
Lesbian, Gay or Bisexual	21.5%
<b>Bristol Average</b>	<b>16.5%</b>

*source: Quality of Life in Bristol Survey 2019-20*

Indicator	% who ride a bicycle at least once a week
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Characteristic	Percentage
16 to 24 years	15.1%
50 years and older	15.2%
65 years and older	10.4%
Female	19.7%
Male	35.6%
BAME	21.0%
WME [White Minority Ethnicity]	31.8%
Disabled	8.4%
Carer	18.0%
Single Parent	27.0%
Religion or faith	16.4%
No religion or faith	31.0%
Lesbian, Gay or Bisexual	30.7%
<b>Bristol Average</b>	<b>27.5%</b>

*source: Quality of Life in Bristol Survey 2019-20*

The Bike Life report provides data on age and gender of those who cycle which supports the above Quality of Life data that females and those aged over 65 years are under-represented.

Casualty analysis for the central area for all road users indicate the total number of accidents for all groups over the three year period 01-04-2016 to 31-03-2019 is 239, broken down by severity as Fatal 0, Serious 28 and Slight 245. The group with most accidents are 18-31 year olds, predominantly males, which made up 47% (129 of 273) of the overall casualty total.

The following road user classes of casualty are included in this overall total:

- 82 (30%) pedestrian casualties;
- 79 (29%) pedal cycle casualties;
- 25 (9%) powered two-wheeler casualties;
- 70 (26%) car users (driver and passenger) casualties;
- 17 (6%) other vehicle types casualties.

With traffic removed from some streets, it will be conducive to a safer environment with improved road safety. Public realm improvements will be conducive to creating a place that feels safer, day or night. This will help reduce fear especially from Disabled and BME people who are most likely to experience fear of crime.

Indicator	% whose fear of crime affects their day-to-day lives
<b>Characteristic</b>	<b>Percentage</b>
16 to 24 years	11.8%
50 years and older	17.6%
65 years and older	16.3%
Female	15.4%
Male	15.9%
BAME	20.2%
WME [White Minority Ethnicity]	15.0%
Disabled	31.9%
Carer	19.0%
Single Parent	18.1%
Religion or faith	18.3%
No religion or faith	12.5%
Lesbian, Gay or Bisexual	16.3%
<b>Bristol Average</b>	<b>15.7%</b>

*source: Quality of Life in Bristol Survey 2019-20*

Proposals in the Framework will help improve air quality which will help address concerns especially for communities who express greatest concern that they think air quality and traffic pollution is a problem locally.

Indicator	% who think air quality and traffic pollution is a problem locally
<b>Characteristic</b>	<b>Percentage</b>
16 to 24 years	71.6%
50 years and older	74.0%
65 years and older	76.3%
Female	78.4%
Male	75.7%
BAME	75.9%
WME [White Minority Ethnicity]	74.5%
Disabled	76.1%
Carer	80.5%
Single Parent	80.5%
Religion or faith	74.7%
No religion or faith	80.4%
Lesbian, Gay or Bisexual	84.3%
<b>Bristol Average</b>	<b>77.0%</b>

*source: Quality of Life in Bristol Survey 2019-20*

Many citizens from equalities groups are least satisfied with the local bus service with satisfaction levels below the Bristol Average figure. Increased bus priority will result in an improved experience for all bus users. It is expected journey times will be more reliable and promote bus use as an attractive option for travelling into the central area.

Indicator	% satisfied with the local bus service
<b>Characteristic</b>	<b>Percentage</b>
16 to 24 years	48.0%
50 years and older	56.6%
65 years and older	63.7%
Female	49.4%
Male	46.9%
BAME	43.9%
WME [White Minority Ethnicity]	37.5%
Disabled	45.8%
Carer	46.0%
Single Parent	45.1%
Religion or faith	55.7%
No religion or faith	47.0%
Lesbian, Gay or Bisexual	43.5%
<b>Bristol Average</b>	<b>48.1%</b>

*source: Quality of Life in Bristol Survey 2019-20*

There are no comprehensive statistics on bus usage by equalities community. However the Quality of Life in Bristol survey shows some groups including older people, disabled people and women use buses more than average. A significant proportion of older and disabled people have bus passes for free travel and therefore it is likely that a significant proportion of these groups use buses.

Indicator	% who take the bus to work
<b>Characteristic</b>	<b>Percentage</b>
16 to 24 years	24.3%
50 years and older	15.4%
65 years and older	20.7%
Female	16.2%
Male	9.5%
BAME	16.5%
WME [White Minority Ethnicity]	20.5%
Disabled	24.0%
Carer	11.2%
Single Parent	10.4%
Religion or faith	15.1%
No religion or faith	11.8%
Lesbian, Gay or Bisexual	18.2%
<b>Bristol Average</b>	<b>13.0%</b>

*source: Quality of Life in Bristol Survey  
2019-20*

Department for Transport, Annual bus statistics report: England 2018/19 identifies

- There were an estimated 4.32 billion bus passenger journeys made on local bus services in England in the year ending March 2019
- Bristol is in the top 5 Local Authorities for the highest passenger journeys per head.
- Women make on average 54 local bus trips per year compared with 41 among men
- Women aged in the 17-20 year old group make the most trips, with women aged over 70 making the second most trips per person per year
- In March 2019, 99% of buses in England had been issued with an accessibility certificate, increasing each year since 2004/05 and is now at a record high level.
- The highest number of trips per person per year are made by those in the lowest real income level

The City Centre is home to around 44% of the city's jobs. There are 42 Bristol LSOAs in the most 10% deprived within England. Transport related issues are a barrier to economic growth and the City Centre Framework seeks to address these issues in central Bristol. With improved development of employment space and access to/from the central area, greater opportunities will be created for all, for both employment and social opportunities.



An outcome of the Framework would be improved quality of life for everyone working, living, learning and visiting the central area.

### **COVID-19**

The city centre will be a key part of the COVID-19 Economic Recovery Strategy & Delivery Plan being developed by the Economy Board through the One City approach. This strategy aims to bring together a range of priorities which will enable sustainable and inclusive recovery, support for the retail, hospitality, leisure and visitor economy sectors and strengthening the city centre as a place.

Some of the projects in scope of the Framework are being accelerated due to COVID-19 and will be bought forward under Experimental TRO legislation. This will enable consultation to happen while the schemes are in place, securing necessary walking, cycling and public transport benefits as soon as possible to meet the urgent need to respond to the COVID-19 emergency. These schemes will be subject to separate equality relevance checks and/or equality impact assessments.

#### **2.2 Who is missing? Are there any gaps in the data?**

Census data focuses on trips to work and we are aware that this forms a part of why people travel as there are many that travel for purposes other than work.

We are aware that there are gaps in available citywide diversity data for some protected characteristics e.g. gender reassignment, and marriage / civil partnership.

Young people were under represented in responses to our consultation on the Framework.

#### **2.3 How have we involved, or will we involve, communities and groups that could be affected?**

The Framework has been discussed with members of the City Centre Revitalisation Group, which includes Business West, Destination Bristol, City Centre and Broadmead Business Improvement Districts, the University of Bristol, Bristol Hoteliers Association, Royal Institute of British Architects, the Bristol@Night panel, developers and a representative of the creative industries sector. The Bristol@Night panel represents a range of organisations across the sector promoting the need for a vibrant night time offer. Individual projects within the Framework will be subject to further public consultation through engagement and the statutory planning and transport processes or as part of the design and implementation process.

The consultation process for the Framework invited feedback from a range of groups, including equalities groups. 948 people completed a consultation survey, and around 500 people attended events/pop-up exhibitions and a stakeholder event to which equalities groups were invited. Despite attendance at both university sites and the circulation of information to young people organisations the level of young people completing the survey was relatively low.

A Retail & Leisure Study has been commissioned to better understand current and future shopping/leisure habits across the day and night time economies, how independent businesses can be better supported, the major structural changes impacting the sectors and likely impacts on the city centre. COVID-19 will be one of the factors considered alongside other trends, for example macro-economics, demographics and online shopping. The study will inform the Development & Delivery Plan.

The Council and developers will be encouraged to consult with equalities groups during the detailed design of new transport schemes, space improvements and developments. Individual transport schemes are required to undertake EQIAs as part of the Council's quality assurance process.

### **Step 3: Who might the proposal impact?**

Analysis of impacts on people with protected characteristics must be rigorous. Please demonstrate your analysis of any impacts in this section, referring to all of the equalities groups as defined in the Equality Act 2010.

3.1 Does the proposal have any potentially adverse impacts on people with protected characteristics?

Whilst we are not aware of any negative impact arising directly from adopting this Framework, the consultation process has highlighted the needs of specific equalities groups, which we will seek to address through individual projects.

The consultation process attracted feedback on the need to improve inclusion and accessibility, especially for disabled people, but also for the elderly and families (pushchair users). The provision of seating and toilets were also raised amongst inclusion issues.

3.2 Can these impacts be mitigated or justified? If so, how?

Accessibility: The framework aims to increase the accessibility of the public realm including the legibility of the wayfinding network, balancing the needs of pedestrians (including disabled people) with those using other modes of transport, and increasing the accessibility of public transport etc.

The Framework will include more on the accessibility needs of these groups. There will be a Parking Strategy which will be fully consulted on. Bus stop locations will comply with best practice. The consultation report will feed into more detailed public space plans, which could include the provision of seating.

Safety: The framework aims to increase safety within city centre streets and public places, and give due consideration in planning for people's experience at night as well as in the daytime.

The Council is working with businesses and other organisations to promote the use of their toilets as part of the Community Toilet Scheme, see [www.bristol.gov.uk/streets-travel/public-toilets](http://www.bristol.gov.uk/streets-travel/public-toilets)

3.3 Does the proposal create any benefits for people with protected characteristics?
Yes – the aim is to provide a more inclusive City Centre, providing better access to all – see Section 2.1 above.
3.4 Can they be maximised? If so, how?
The Framework aims to improve journeys by all travel modes, access to homes, employment, retail and leisure opportunities within the central area for all residents and visitors to Bristol. As such there will be opportunities to improve accessibility and the experience of all equalities groups.

#### Step 4: So what?

The Equality Impact Assessment must be able to influence the proposal and decision. This section asks how your understanding of impacts on people with protected characteristics has influenced your proposal, and how the findings of your Equality Impact Assessment can be measured going forward.

4.1 How has the equality impact assessment informed or changed the proposal?
The consultation process has raised awareness of issues facing equalities groups, which will be addressed in the final City Centre Framework document and future consultations.
4.2 What actions have been identified going forward?
<ul style="list-style-type: none"> <li>- Need to engage with more young people</li> <li>- Continue to work with equalities groups</li> <li>- Analysis of business survey on COVID impacts to inform future recovery work</li> <li>- EQIAs and/or relevance checks will be carried out as appropriate for each project as they come forward</li> </ul>
4.3 How will the impact of your proposal and actions be measured moving forward?
<ul style="list-style-type: none"> <li>- Future consultation will involve more young people. This will be evidenced through equalities monitoring.</li> </ul>

Service Director Sign-Off:	Equalities Officer Sign Off: <i>Reviewed by Equality and Inclusion Team</i>
Date:	Date: 23/06/2020