

Bristol Temple Quarter Enterprise Zone (BTQEZ)  
The Spatial Framework

# **Equality Impact Assessment**

June 2016





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## 1.0 Equality Impact Assessments

### What are they and why do we prepare them?

- 1.1 Equality Impact Assessments (EqIA's) are used to ensure the needs of Council customers are considered when the Council is planning or changing services, strategies, policies and procedures. EqIA's are carried out as part of the Council's Public Sector Equality Duty under the Equality Act 2010. The Act has harmonised and replaced previous anti-discrimination legislation and includes the introduction of 'protected characteristics' and new forms of discrimination. The process of undertaking an EqIA provides the evidence that the Council has complied with the Public Sector Equality Duty under the Equality Act.
- 1.2 The Public Sector Equality Duty requires the Council to have **due regard** to the need to:
- eliminate discrimination;
  - advance equality of opportunity;
  - foster good relations between different people when carrying out their activities.
- 1.3 The Public Sector Equality Duty also requires the council to consider the effect or **impact** of its policies and practices on people who share the following '**protected characteristics**', also known as equalities communities:
- Age;
  - Disability;
  - Gender reassignment;
  - Marriage and Civil Partnership;
  - Pregnancy and maternity;
  - Race;
  - Religion and belief;
  - Sex;
  - Sexual Orientation.
- 1.4 To comply with the Duty the assessment process must therefore have due regard to the following:
- The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Equality Act 2010.
  - The need to advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to:
    - Remove or minimise disadvantage suffered by persons who share a relevant 'protected characteristic';
    - Take steps to meet the needs of persons who share a relevant 'protected characteristic' that are different from the needs of people who do not share it. In relation to disabled people, this includes, in particular, steps to take account of disabled persons' impairments (disabilities);

- Encourage persons who share a ‘protected characteristic’ to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- The need to foster good relations between persons who share a relevant ‘protected characteristic’ and those who do not share it. This involves having due regard, in particular, to the need to:
  - Tackle prejudice; and
  - Promote understanding.

## Is an EqlA of the BTQEZ Spatial Framework required?

- 1.5 An EqlA will be required if the planned or changed service, strategy, policy or procedure is relevant to the Public Sector Equality Duty in terms of:
- The promotion of equality of opportunity;
  - The elimination of discrimination;
  - The promotion of good relations between different equalities communities.
- 1.6 The BTQEZ Spatial Framework sets out how key urban design principles, reflecting the Council’s ambitions for the Enterprise Zone<sup>1</sup>, should be incorporated into new development and supports and provides context for a range of policies in the Bristol Local Plan<sup>2</sup>. Given the size of the Enterprise Zone and the scale of development envisaged the document will affect all communities who live and work within the area, both now and in the future, and all communities who visit the area. As such, the content of the document will be relevant to the Public Sector Equality Duty identified above and for this reason an EqlA of the BTQEZ Spatial Framework is required. Further detail on the purpose and content of the BTQEZ Spatial Framework and the scope of the EqlA is set out in later sections of this report.

## Who are the equalities communities?

- 1.7 The ‘protected characteristics’ or equalities communities referred to under the Equalities Act are as follows:

Age	Issues relating to a particular age group i.e. the young or the elderly
Disability	Issues relating to communities with physical or mental impairment
Gender Reassignment	Issues relating to men and women who have undergone, are undergoing or are about to undergo a process of reassigning their sex
Marriage and Civil Partnership	Issues relating to marriage or civil partnership
Pregnancy and Maternity	Issues relating to women who are pregnant or within the period of maternity leave

<sup>1</sup> Details on the Bristol Temple Quarter Enterprise Zone can be found at: <http://www.bristoltemplequarter.com/>

<sup>2</sup> The Bristol Local Plan comprises the *Core Strategy*, the *Site Allocations and Development Management Policies* and the *Bristol Central Area Plan*. Details can be found at: <https://www.bristol.gov.uk/planning-and-building-regulations/local-plan>

Race	Issues relating to colour, nationality and ethnic or national origin NB: Gypsy (including English, Scottish and Roma Gypsy) and Irish Travellers are a distinct ethnic group
Religion or Belief	Issues relating to religion or lack of religion and or religious or philosophical belief or lack of belief
Sex	Issues relating to men and women
Sexual Orientation	Issues relating to the Heterosexual, Gay, Lesbian and Bisexual communities

1.8 The above 'protected characteristics' will include everyone with many people belonging to more than one 'protected characteristic'.

### What is meant by 'impact'?

1.9 Impact means the effect that a decision or policy might have on persons who share a relevant 'protected characteristic'. The Council has sought to identify impacts using the following categories:

**Neutral** impact. This means that a decision or policy would have no impact on persons with a relevant 'protected characteristic'.

**Negative** Impact: This means that a decision or policy might disadvantage persons with a relevant 'protected characteristic'.

**Positive** Impact: This means that a decision or policy would improve opportunities for persons with a relevant protected characteristic or improve cohesion and relations between persons with a protected characteristic and those who do not have a 'protected characteristic'.

## 2.0 BTQEZ Spatial Framework

### Why are we preparing it?

- 2.1 The overarching purpose of the BTQEZ Spatial Framework is to provide guidance to development within the Temple Quarter Enterprise Zone. In particular, the document sets out how key urban design principles, reflecting the Council's ambitions for the Zone, should be incorporated in new development.
- 2.2 Whilst not a statutory planning document The Framework supports and provides the context for the implementation of policies in the Local Plan that are relevant to the development of Bristol Temple Quarter. In particular, the document directly supports the implementation of *BCAP35: Bristol Temple Quarter* in the *Bristol Central Area Plan* which sets out the Council's planning approach to the development of sites within the area<sup>3</sup>. The policy states that the layout, form and mix of uses should contribute to delivering the vision for Bristol Temple Quarter and, in doing so, have regard to the Spatial Framework for Bristol Temple Quarter. The Framework also supports a number of other Local Plan policies, set out in Section 3. The Framework will therefore be a material consideration in the determination of future planning applications in this area.
- 2.3 The four key functions of The Framework are as follows:
- To simplify, direct and give confidence;
  - To co-ordinate and integrate investment whilst remaining robust and flexible;
  - To promote and inspire, to raise ambitions and engage stakeholders in revealing the potential of key sites for bold and imaginative transformation.
  - To shape a distinctive and high quality network of streets, spaces and mixed-use development, harnessing the value of a unique historic environment. Providing a resilient and adaptable low carbon and sustainable environment connected to a 21<sup>st</sup> century transport interchange by pedestrian and cycle routes and public transport services.

### What are the stages of TQEZ Spatial Framework preparation?

- 2.4 A draft of the document has been through a period of public consultation undertaken from 3 March 2016 to 14 April 2016. A publication draft is proposed for July 2016 and the final document is due to be published in October 2016 following Cabinet approval.

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<sup>3</sup> See <https://www.bristol.gov.uk/documents/20182/34540/BCAP%20Adopted%20March%202015%20-%20Main%20Document%20&%20Annex%20-%20Web%20PDF.pdf/d05a0c22-ab91-4530-926a-f26160ab72a5>

## 3.0 Assessment of the TQEZ Spatial Framework

### Method and scope of assessment

- 3.1 The Council has developed its own methodological approach to undertaking EqlA's. This comprises a sequential process, set out in the 'Bristol City Council Equality Impact Assessment Form'. The process includes 4 separate steps and is structured to ensure that due regard is had to the Public Sector Equality Duty.
- 3.2 Whilst the Council's sequential approach has been followed the scope of the assessment is set by existing EqlAs undertaken for policies that the document supports or provides the context for. In particular, the document directly supports policy *BCAP35: Bristol Temple Quarter* and associated Site Allocation *KSO1* in the *Bristol Central Area Plan*. This Plan in turn supports the Council's spatial vision for Bristol City Centre set out in the *Core Strategy*. The document also provides context for the implementation of other Local Plan policies, set out in the *Core Strategy*, *Site Allocations and Development Management Policies* and the *Bristol Central Area Plan*, that are relevant to development within the Enterprise Zone. All the policies are identified below. As the policies have already been subject to previous EqlA assessments this assessment has only sought to consider what further broad equalities issues may arise, if any, through the application of the urban design principle set out in the document. Equalities issues raised in the consultation have also been considered.

#### Relevant Local Plan policies

Core Strategy	
BCS2: Bristol City Centre	BCS15: Sustainable Design and Construction
BCS9: Green Infrastructure	BCS16: Flood Risk and Water Management
BCS10: Transport and Access Improvements	BCS20: Effective and Efficient Use of Land
BCS13: Climate Change	BCS21: Quality Urban Design
BCS14: Sustainable Energy	BCS22: Conservation and the Historic Environment
Site Allocations and Development Management Policies	
DM11: Markets	DM27: Layout and Form
DM17: Devpt. Involving Existing Green Infrastructure	DM28: Public Realm
DM19: Development and Nature Conservation	DM29: Design of New Buildings
DM22: Development Adjacent to Waterways	DM30: Alterations to Existing Buildings
DM23: Transport Development Management	DM31: Heritage Assets
DM26: Local Character and Distinctiveness	
Site Allocations and Development Management Policies – Annex: Site Allocations Information	
BSA1101: Bath Road Open Space west of Totterdown Bridge, Totterdown	
BSA1202: Former Petrol Filling Station, Bath Road, Arnos Vale/Totterdown	
BSA1202: Paintworks: Phase 3 and Adjacent Land, Arnos Vale	
Bristol Central Area Plan	
BCAP3: Family Sized Homes	BCAP29: Car and Cycle Parking
BCAP12: Vacant Sites and Temporary Uses	BCAP30: Pedestrian Routes
BCAP18: New Market Provision in Bristol City Centre	BCAP31: Active Grd Floor Uses/Active Frontages in BCC
BCAP21: Connection to Heat Networks	BCAP32: Quayside Walkways
BCAP22: Habitat Pres, Enh and Creation on Waterways	BCAP33: Key City Spaces
BCAP23: Totterdown Basin Enhancement	BCAP34: Coordinating Major Development in BCC
BCAP27: Safeguarded Transport Links and Railway Land	<b>BCAP35: Bristol Temple Quarter</b>
BCAP28: New Interchange Facilities	

- 3.3 Each step of the assessment, with associated key questions, is set out below.

## The assessment process

### Step 1: What is the proposal?

3.4 The broad purpose of the TQEZ Spatial Framework is set out in section 2 of this report. The key urban design principles that will guide development within the Enterprise Zone constitute 'The Framework'. This will be used to spatially co-ordinate new development and the delivery of infrastructure and public realm interventions within the Enterprise Zone. 'The Framework' is set out as follows:

- A Vision for the area: 'A liveable city quarter by design'.
- A Placeshaping approach comprising:
  - Principles associated with two key aspects of design: 'Urban Structure'<sup>4</sup> and the 'Public Realm'<sup>5</sup>.
  - A placeshaping response to key challenges presented by the area's existing context including:
    - Destination befitting a European Green Capital;
    - A more direct link to the city centre;
    - Distinctive places;
    - A 21st century transport interchange;
    - A Reconnected, Walkable Neighbourhood;
    - Waterways Reanimated;
    - A Network of New and Rediscovered Public Spaces;
    - Legible Landmarks.
  - Detailed 'Inter related layers' relating to 'Urban Structure' and the 'Public Realm' including:

#### *Proposed Urban Structure*

- Development layout;
- Development form;
- Land use;
- Heating and high speed broadband networks.

#### *Proposed public realm and movement improvements*

- New and enhanced public spaces;
- Pedestrian route improvements;
- Cycle route improvements;
- Public transport and station improvements;
- Changes to highway access.

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<sup>4</sup> The spatial arrangement and form of streets, open spaces, infrastructure, buildings and land uses influenced by topography, waterways and landscape setting.

<sup>5</sup> Areas that are available, without charge, for everyone to see, use and enjoy, including streets, squares and parks; all land to which everyone has ready, free and legal access 24 hours a day.

- Place Plans for:
  - Temple Meads City Gateway;
  - Temple Quay;
  - Silverthorne Lane;
  - Avon Riverside.

Each comprising:

- A Vision;
- Objectives;
- Supporting Transport Measures;
- Key public realm and movement projects;
- Key development projects.

Further detail on 'The Framework' is set out at Appendix A.

- 3.5 'The Framework' seeks to create a mixed use and walkable city quarter with a thriving and distinctive business emphasis, complemented by a broad-based residential community with bars, restaurants and cafes providing street animation throughout the day. This will deliver significant benefits across all communities who live and work in the area as well as visitors. This will include many people who share the 'protected characteristics' set out in section 1 of this report. The TQEZ Spatial Framework can therefore play a particularly important role in advancing equality of opportunity for people with 'protected characteristics' by shaping the urban structure and associated public realm of the area. The creation of an accessible, convenient, safe, friendly, healthy, prosperous and inclusive environment will be of particular benefit to people with 'protected characteristics'.

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

- *What data or evidence is there which tells us who is, or could be affected?*
- *Who is missing? Are there any gaps in the data?*
- *How have we involved, or will we involve, communities and groups that could be affected*

- 3.6 The approach set out in the BTQEZ Spatial Framework will affect all people who live and work in the area, both now and in the future and all people who visit the area. Whilst all of the 'protected characteristics' set out in section 1 of this report are likely to be included within these groups, qualitative evidence gathered during the Core Strategy EqIA identified specific issues associated with policy approaches to urban design that might affect people with certain 'protected characteristics'. Such issues included:

- Accessibility to buildings;
- Movement within an area for all modes of transport (walking, cycling, public transport, private vehicle);
- Personal safety;
- Residential standards;
- Flood risk.

The 'protected characteristics' most likely to be affected by the approach set out in 'The Framework' would therefore be Age, Disability, Pregnancy and Maternity and Sex.

3.7 A formal public consultation took place from 3<sup>rd</sup> March to 14<sup>th</sup> April 2016. Extensive engagement with Enterprise Zone partners and key stakeholders (288 individual groups) preceded this and has continued in the period since the public consultation closed. A range of methods were used to ensure that relevant individuals and organisations were made aware of the consultation and the ways to provide feedback. Key activities included:

- Digital invitations to a key stakeholder's briefing session which included equalities groups;
- Postcards sent to 10,000 residential and business addresses within and surrounding the Enterprise Zone providing general information about the consultation and details of a public briefing;
- Publicising the consultation through:
  - A dedicated BTQEZ website and through the City Council's website;
  - Social media;
  - Digital screens at 100 Temple Street and Millenium square;
  - A press launch and press release.
- Making documents available at libraries across the city;
- Consultation events, including:
  - Key stakeholder's briefing. Attendees included the Local Access Forum;
  - Member's briefing;
  - Taxi Forum briefing;
  - Neighbourhood Partnership Coordinators meeting;
  - Public briefing;
  - Business West briefing.

Full details of all engagement activities undertaken are set out in the BTQEZ Spatial Framework Statement of Community Involvement.

3.8 A number of equalities matters were raised in response to the consultation. In particular, representees identified the following issues as needing to be addressed by/included within 'The Framework'.

- Inclusivity should lie at the heart of Bristol's vision for the quarter and what is considered good spatial design. 'The Framework' provides an opportunity to promote and encourage Bristol's cultural diversity but has not given significant consideration to inclusiveness or to its economic potential.
- Consideration should be given to using illustrative material within the document that is more representative of communities across the city.
- Family friendly spaces with on site childcare provision; playgrounds for children in different areas of the quarter;
- Transport which recognizes the different needs of different people and communities, specifically the need for easy transfer from trains to buses and into different parts of the site from different areas;
- Accessible public transport – with buses from South and East Bristol; Increased frequency of trains on the Severn Beach line; Bus stops well lit and sighted with ergonomic seating;

- Shared space that is designed to be safe and welcoming for those with impaired sight, hearing and mobility, or who are young or old;
- Good lighting and overviews from occupied buildings to increase the sense of safety;
- Commercial and leisure opportunities that might attract cultural diversity and specific communities of interest such as the grey pound and the pink pound. Affordable refreshments and areas to socialise;
- Affordable housing for young people and families and sheltered housing for older people and those needing enhanced care. Housing should be accessible;
- Segregation of pedestrians and cyclists on all cycle/pedestrian routes identified including quayside walkways;
- Active ground floor uses to have adequately wide disabled friendly access;
- Higher levels of disabled parking.

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

- *Does the proposal have any potentially adverse impacts on people with protected characteristics?*
- *Can these impacts be mitigated or justified? If so, how?*
- *Does the proposal create any benefits for people with protected characteristics?*
- *Can they be maximised? If so, how?*

3.9 Table 1 below provides an analysis of impacts/benefits on people with 'protected characteristics' for each element of 'The Framework', as described in section 3.2 above and set out in more detail at Appendix A. The existing EqIA assessments of relevant Local Plan policies is shown where applicable. Equalities issues raised in the consultation that relate to particular elements of 'The Framework' are also set out and responses provided. Where relevant, measures to maximise opportunities for equalities communities are also set out. The outcome section identifies whether changes have been made to the approach set out in 'The Framework'.

Table 1: BTQEZ Spatial Framework - Impact on equalities communities

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
<b>Vision</b>					
A liveable city quarter by design	<p><b>Positive</b> The components of the 'liveable city' identified in the vision, in particular social inclusivity, will benefit all people with protected characteristics.</p> <p>Specific equalities issues raised in relation to the Framework can be addressed (see below).</p>		N/A	Whilst the Framework does address issues of inclusivity within its urban design principles, consideration could be given to using illustrative material that is more representative of communities across the city.	<b>No changes required</b>
	<p><b>Equalities issues raised</b> Framework does not demonstrate inclusiveness through its illustrative material. Pictures mainly show younger, white people with no visible disabilities using the spaces. There are very few BME people, no older people, only one or two children and no one using a stick or in a wheelchair.</p>	<p><b>Response</b> The Framework does address issues of inclusivity (see 'Land Use Plan' below). However, consideration could be given to illustrative material that is more representative of communities across the city.</p>			
<b>Placeshaping approach</b>					
Key Aspects					
The Urban Structure	<p><b>Positive</b> The functions of 'the urban structure' identified, in particular the creation of an urban structure that is responsive to communities, will benefit all people with protected characteristics.</p>		N/A	N/A	<b>No changes required</b>

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?	Proposed Actions		Outcome
		Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
The Public Realm	<p><b>Positive</b> The qualities of 'the public realm' identified, in particular 'comfortable' (safe and inclusive), 'connected' (making it easy for all users to move around) and 'convivial' (encourages positive interaction for all members of the community), will benefit all people with protected characteristics.</p> <p>The objective to reduce or remove through vehicular traffic may impact on people who are car dependent, such as people with disabilities. However, the Framework provides sufficient flexibility to address the needs of car dependent groups and appropriate provision will be made for Disabled Parking through the application of the Council's Parking Standards set out in the Local Plan (see 'Pedestrian route improvements' below).</p>	N/A	N/A	<b>No changes required</b>
Placeshaping response to key challenges				
Destination befitting a European Green Capital	<p><b>Positive</b> The delivery of a new arena for the city with a rich mix of complimentary uses and a vibrant public realm will generally benefit all people with protected characteristics.</p>	N/A	N/A	<b>No changes required</b>
A more direct link to the city centre	<p><b>Positive</b> The remodelling of the Temple Gate/Temple Circus road corridor to ease pedestrian/cycle movement between the station and the city centre will generally benefit all people with protected characteristics. This will be of particular benefit to people with disabilities, older people and families with young children.</p>	N/A	N/A	<b>No changes required</b>
Distinctive places	<p><b>Positive</b> The redevelopment of vacant sites within the area to create new</p>	N/A	N/A	<b>No changes required</b>

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?	Proposed Actions		Outcome
		Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	places of different character will generally benefit all people protected characteristics.			
A 21st century transport interchange	<b>Positive</b> Significant improvements to the access to Temple Meads Station and easier movement between transport modes around the station will generally benefit all people with protected characteristics. This will be of particular benefit to people with disabilities, older people and families with young children.	N/A	N/A	<b>No changes required</b>
A Reconnected, Walkable Neighbourhood	<b>Positive</b> Greater access and ease of pedestrian/cycle movement through the area, removing barriers created by rail infrastructure and waterways, will benefit all people with protected characteristics. This will be of particular benefit to people with disabilities, older people and families with young children.	N/A	N/A	<b>No changes required</b>
Waterways Reanimated	<b>Positive</b> Introducing new activity to the area's waterways will benefit all people with protected characteristics.	N/A	N/A	<b>No changes required</b>
A Network of New and Rediscovered Public Spaces	<b>Positive</b> A focus on public realm, creating new and distinct spaces across the area will benefit all people with protected characteristics.	N/A	N/A	<b>No changes required</b>
Legible Landmarks	<b>Positive</b> Using old and new landmark buildings to greatly improve wayfinding across the area will benefit all people with protected characteristics.	N/A	N/A	<b>No changes required</b>

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?	Proposed Actions		Outcome
		Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
Inter related layers				
Development layout	<p><b><u>Relevant Local Plan Policies – Previous EqIA Assessment</u></b></p> <p>Core Strategy BCS9: <b>Positive</b>  Core Strategy BCS21: <b>Positive</b>  Core Strategy BCS22: <b>Neutral</b>  SADMP DM17: <b>Positive</b>  SADMP DM26: <b>Positive</b>  SADMP DM27: <b>Positive</b>  SADMP DM31: <b>Positive</b>  BCAP BCAP34: <b>Positive</b></p> <ul style="list-style-type: none"> <li>• A coherent and coordinated development layout which provides a positive relationship between development, streets, spaces, green infrastructure and heritage assets will generally benefit all members of the community.</li> <li>• The approach is consistent with the above Local Plan policies previously assessed as having no negative impacts.</li> <li>• Specific equalities issues raised in relation to The Framework can be addressed (see below).</li> </ul> <p>Overall the approach should generally benefit all people with protected characteristics and is assessed as <b>Positive</b>.</p>	N/A	N/A	No changes required
	<p><b>Equalities issues raised</b>  Framework does not address issues of good lighting and surveillance from occupied buildings to increase feelings of personal safety. Perceptions of personal safety may be an issue for particular groups such as women or older people.</p>	<p><b>Response</b>  The Framework does address the general issue of safety in the following sections:</p> <ul style="list-style-type: none"> <li>• <i>Placeshaping approach - Key aspects - Public Realm</i>  Safety is included in and supported by the public realm qualities (see 'Comfortable',</li> </ul>		

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
		<p><i>Convivial' and 'Animated')</i></p> <ul style="list-style-type: none"> <li>• <i>Placeshaping approach - Inter related layers – New and enhanced public spaces</i> The improvement of existing and creation of new public spaces is underpinned by the public realm qualities (see above). A safe public realm is promoted.</li> <li>• <i>Placeshaping approach - Inter related layers - Development layout/Land use plan</i> The promotion of mixed-use development parcels (including residential), active ground floor uses and meanwhile uses on vacant sites will generate day long activity and support a safe public realm</li> <li>• <i>Placeshaping approach - Inter related layers – Pedestrian route improvements</i> The delivery of safe pedestrian routes is sought.</li> <li>• <i>Framework companion document BTQEZ Making People-Friendly Streets and Spaces</i> Addresses the issue of personal safety within the public realm.</li> </ul> <p>Issues would be addressed in detail at the masterplanning/application stage through Local Plan Policy: DM28 identifies the need for appropriate lighting; DM27/DM29</p>			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
		identify the need for natural surveillance.			
Development form	<p><b><u>Relevant Local Plan Policies – Previous EqlA Assessment</u></b></p> <p>Core Strategy BCS2: <b>Neutral</b>  Core Strategy BCS20: <b>Neutral</b>  Core Strategy BCS21: <b>Positive</b>  Core Strategy BCS22: <b>Neutral</b>  SADMP DM26: <b>Positive</b>  SADMP DM27: <b>Positive</b>  SADMP DM31: <b>Positive</b></p> <ul style="list-style-type: none"> <li>• A development form that is appropriate and delivers a positive contribution to the character, appearance and enjoyment of the area including the protection and possible enhancement of important views and vistas will generally benefit all members of the community.</li> <li>• The approach is consistent with the above Local Plan policies previously assessed as having no negative impacts.</li> <li>• Specific equalities issues raised in relation to The Framework and through previous EqlAs of the Local Plan can be addressed (see below).</li> </ul> <p>Overall the approach should generally benefit all people with protected characteristics and is assessed as <b>Positive</b>.</p>		N/A	N/A	<b>No changes required</b>
	<p><b>Equalities issues raised</b>  The Framework does not ensure that housing and active ground floor uses are accessible to disabled people.</p> <p>Previous concerns were raised with BCS22 relating to accessibility of</p>	<p><b>Response</b>  Issues would be addressed in detail at the masterplanning/application stage through Local Plan policy: DM2/ DM4 require a proportion of wheelchair accessible housing to be provided; BCS21/ DM28 require</p>			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	historic buildings.	<p>inclusive access to new buildings; DM29 requires inclusive access to new/altered shopfronts.</p> <p>Issues would also be addressed through DDA legislation.</p>			
	<p>Previous concerns raised with BCS20 that higher densities may result in smaller dwelling sizes that may be unsuitable for the needs of certain groups e.g. people with disabilities and families (including households with children).</p>	<p>The Framework does address the general issue of family housing in the following section:</p> <ul style="list-style-type: none"> <li><i>Placeshaping approach - Inter related layers - Development layout/Land use plan</i> Development of new homes will be expected to contain a proportion of family sized homes.</li> </ul> <p>Issue would be addressed in detail at the masterplanning/application stage through Local Plan policy: BCS18 requires compliance with space standards; DM2/DM4 require a proportion of Wheelchair accessible housing to be provided; BCAP3 requires a proportion of Family housing to be provided.</p>			
Land use plan	<p><b><u>Relevant Local Plan Policies – Previous EqIA Assessment</u></b></p> <p><i>Core Strategy BCS16: Neutral</i>  <i>BCAP BCAP3: Positive</i>  <i>BCAP BCAP12: Positive</i>  <i>BCAP BCAP31: Positive</i>  <i>BCAP BCAP35: Positive</i></p> <ul style="list-style-type: none"> <li>The development of a wide range of uses, including employment,</li> </ul>		<p>Measures to address flood risk are proposed including surface water management, specific land use planning approaches, flood control and flood mitigation. These measures will minimise harmful impacts due to</p>	N/A	<b>No changes required</b>

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?	Proposed Actions		Outcome
		Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	<p>residential and leisure, as part of the growth and regeneration of the area will generally benefit all members of the community.</p> <ul style="list-style-type: none"> <li>The approach is consistent with the above Local Plan policies, with the exception of the flood risk element of BCAP35. All policies have been previously assessed as having no negative impacts.</li> <li>The approach is inconsistent with BCAP35 in relation to flood risk. The policy requires that the development of sites at risk of flooding be supported by a flood risk sequential test to steer new development to areas with the lowest probability of flooding. The Spatial Framework land use plan indicates vulnerable uses, such as residential, in higher flood risk areas. This could have a negative impact on certain groups such as older people, families with children, and people with disabilities who may be more vulnerable should flooding occur. Measures to address this issue are proposed (see right).</li> <li>Specific equalities issues raised in relation to The Framework can be addressed (see below).</li> </ul> <p>Overall the approach should generally benefit all people with protective characteristics, however there is a potential for some negative impacts on certain groups as vulnerable uses have been located in flood risk areas. However, measures to address this issue are proposed (see right).</p> <p>The approach is therefore assessed as <b>Positive</b> with some potential <b>Negative</b> impacts which can be mitigated.</p>	flooding and mitigate potentially negative impacts on certain groups more vulnerable in flood conditions.		
	<p><b>Equalities issues raised</b> The Framework does not:</p> <ul style="list-style-type: none"> <li>Identify commercial and leisure opportunities that might attract cultural diversity and specific equalities communities;</li> <li>Identify areas for different communities to socialise.</li> </ul>	<p><b>Response</b> The Framework does consider general issues of inclusivity in the following sections:</p> <ul style="list-style-type: none"> <li><i>Placeshaping approach - Key aspects - Public Realm</i> Inclusive public realm is included in and supported by the public</li> </ul>		

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
		<p>realm qualities (see 'Comfortable', 'Connected', 'Convivial' and 'Animated')</p> <ul style="list-style-type: none"> <li>• <i>Placeshaping approach - Inter related layers – New and enhanced public spaces</i> The improvement of existing and creation of new public spaces is underpinned by the public realm qualities (see above). An inclusive public realm is promoted.</li> <li>• <i>Framework companion document BTQEZ Making People-Friendly Streets and Spaces</i> Acknowledges the importance of well-designed, maintained and managed streets and public spaces in promoting diversity and democracy, culture and creativity.</li> </ul> <p>Issues would be addressed in detail at the masterplanning/application stage through Local Plan policy: BCS21 supports cultural diversity by promoting a multi-functional public realm, diversity and choice through mixed use and creating spaces adaptable to changing social conditions; BCS11 seeks the provision of infrastructure, facilities and services from development. This could include community facilities that meet the entire community's needs.</p>			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	<p>The Framework does not identify affordable housing for young people and families and sheltered housing for older people and those needing enhanced care.</p>	<p>The Framework does address the general issue of family housing in the following section:</p> <ul style="list-style-type: none"> <li><i>Placeshaping approach - Inter related layers - Development layout/Land use plan</i> Development of new homes will be expected to contain a proportion of family sized homes.</li> </ul> <p>Issue would be addressed in detail at the masterplanning/ application stage through Local Plan policy: BCS17/DM3 require the provision of Affordable Housing; BCAP3 requires a proportion of Family housing to be provided.</p>			
Heating and high speed broadband networks	<p><b><u>Relevant Local Plan Policies – Previous EqIA Assessment</u></b></p> <p><i>Core Strategy BCS13: Neutral</i> <i>Core Strategy BCS14: Neutral</i> <i>Core Strategy BCS15: Neutral</i> <i>BCAP BCAP21: Positive</i></p> <ul style="list-style-type: none"> <li>The provision of a low carbon district heating network and superfast broadband will generally benefit all members of the community. Superfast broadband will be of particular benefit to people who may be more isolated such as older people, people with disabilities and single parents with young children.</li> <li>The approach is consistent with the above Local Plan policies previously assessed as having no negative impacts.</li> <li>Specific equalities issues raised through previous EqIAs of the Local Plan can be addressed (see below).</li> </ul>		N/A	N/A	<b>No changes required</b>

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	Overall the approach should generally benefit all people with protected characteristics and is assessed as <b>Positive</b> .				
	<b>Equalities issues raised</b> Previous concerns raised with Core Strategy policies (BCS13, BCS14, BCS15) that development costs associated with the implementation of this policy would result in higher housing costs with a disproportionate impact on lower income households.	<b>Response</b> Mitigated by decreased fuel costs over time with long-term benefits to all residents.			
New and enhanced public spaces	<u><b>Relevant Local Plan Policies – Previous EqIA Assessment</b></u>  <i>Core Strategy BCS9: <b>Positive</b></i> <i>Core Strategy BCS21: <b>Positive</b></i> <i>SADMP DM28: <b>Positive</b></i> <i>BCAP BCAP33: <b>Positive</b></i>  <ul style="list-style-type: none"> <li>The provision of new and enhanced public spaces will generally benefit all members of the community.</li> <li>The approach is consistent with the above Local Plan policies previously assessed as having no negative impacts.</li> <li>Specific equalities issues raised in relation to the Framework can be addressed (see below).</li> </ul> Overall the approach should generally benefit all people with protected characteristics and is assessed as <b>Positive</b> .		N/A	N/A	<b>No changes required</b>
	<b>Equalities issues raised</b> The Framework does not identify: <ul style="list-style-type: none"> <li>Family friendly spaces, in particular provision of</li> </ul>	<b>Response</b> The Framework does address the general issue of inclusive public realm in the following sections:			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	<ul style="list-style-type: none"> <li>playgrounds and childcare;</li> <li>Shared space that is designed to be welcoming for those with impaired sight, hearing and mobility or who are young and old;</li> <li>The design and lighting of bus stops.</li> </ul>	<ul style="list-style-type: none"> <li><i>Placeshaping approach - Key aspects - Public Realm</i> Inclusive public realm is included in and supported by the public realm qualities (see 'Comfortable', 'Connected', 'Convivial' and 'Animated')</li> <li><i>Placeshaping approach - Inter related layers – New and enhanced public spaces</i> The improvement of existing and creation of new public spaces is underpinned by the public realm qualities (see above). An inclusive public realm is promoted.</li> <li><i>Placeshaping approach - Inter related layers – Pedestrian route improvements/Quayside walkways and bridges</i> The delivery of accessible pedestrian routes including Quayside walkways is sought.</li> <li><i>Framework companion document BTQEZ Making People-Friendly Streets and Spaces</i> Promotes the idea of well designed, multi-functional and connected public streets and spaces to deliver social benefits including stronger more inclusive communities.</li> </ul> <p>Issues would be addressed in detail at the masterplanning/ application stage through Local Plan policy: BCS21/DM27/DM29 promote an inclusive and high quality Public Realm; BCS11 seeks the provision of</p>			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
		infrastructure, facilities and services from development. This could include childcare provision.			
Pedestrian route improvements	<p><b><u>Relevant Local Plan Policies – Previous EqIA Assessment</u></b></p> <p><i>Core Strategy BCS10</i>    <b>Neutral</b>  <i>Core Strategy BCS21</i>    <b>Positive</b>  <i>SADMP DM22</i>            <b>Positive</b>  <i>SADMP DM23</i>            <b>Positive</b>  <i>SADMP DM28</i>            <b>Positive</b>  <i>BCAP BCAP22</i>            <b>Positive</b>  <i>BCAP BCAP30</i>            <b>Positive</b>  <i>BCAP BCAP32</i>            <b>Positive</b></p> <ul style="list-style-type: none"> <li>The creation of new pedestrian routes and the enhancement of existing pedestrian routes will generally benefit all members of the community.</li> <li>The approach is consistent with the above Local Plan policies previously assessed as having no negative impacts.</li> <li>Specific equalities issues raised in relation to the Framework and through previous EqIAs of the Local Plan can be addressed (see below).</li> </ul> <p>Overall the approach should generally benefit all people with protected characteristics and is assessed as <b>Positive</b>.</p>		N/A	N/A	<b>No changes required</b>
	<p><b>Equalities issues raised</b>  Previous concerns raised with Core Strategy policy (BCS10) that the promotion of alternative methods of transport to the car could disadvantage groups more reliant on this means of transportation, such as people with disabilities and</p>	<p><b>Response</b>  The Framework does address private car use in the following sections:</p> <ul style="list-style-type: none"> <li><i>Placeshaping approach - Inter related layers – Public transport and station improvements</i></li> </ul>			



Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
		<ul style="list-style-type: none"> <li>Emerging BCC Highway design guidance.</li> <li>See also 'Development Layout' - response to equalities issues raised in relation to safety.</li> </ul>			
Quayside walkways and bridges	<p><b><u>Relevant Local Plan Policies – Previous EqIA Assessment</u></b></p> <p><i>Core Strategy BCS10</i>    <b>Neutral</b>  <i>Core Strategy BCS21</i>    <b>Positive</b>  <i>SADMP DM22</i>            <b>Positive</b>  <i>SADMP DM23</i>            <b>Positive</b>  <i>SADMP DM28</i>            <b>Positive</b>  <i>BCAP BCAP22</i>           <b>Positive</b>  <i>BCAP BCAP30</i>           <b>Positive</b>  <i>BCAP BCAP32</i>           <b>Positive</b></p> <ul style="list-style-type: none"> <li>The creation of new quayside walkways and bridges to enable greater access to the city's waterways will generally benefit all members of the community.</li> <li>The approach is consistent with the above Local Plan policies previously assessed as having no negative impacts.</li> <li>Specific equalities issues raised in relation to the Framework and through previous EqIAs of the Local Plan can be addressed (see below).</li> </ul> <p>Overall the approach should generally benefit all people with protected characteristics and is assessed as <b>Positive</b>.</p>		N/A	N/A	<b>No changes required</b>
	<p><b>Equalities issues raised</b></p> <p>Previous concerns raised with Core Strategy policy (BCS10) that the promotion of alternative methods of</p>	<p><b>Response</b></p> <p>See 'Pedestrian route improvements' - response to equalities issues raised.</p>			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	<p>transport to the car could disadvantage groups more reliant on this means of transportation, such as people with disabilities and households with young children.</p> <p>The Framework should indicate segregation of pedestrians and cyclists on all identified cycle/pedestrian routes including quayside walkways.</p>				
Cycle route improvements	<p><b><u>Relevant Local Plan Policies – Previous EqIA Assessment</u></b></p> <p><i>Core Strategy BCS10</i>    <b>Neutral</b>  <i>Core Strategy BCS21</i>    <b>Positive</b>  <i>SADMP DM22</i>            <b>Positive</b>  <i>SADMP DM23</i>            <b>Positive</b>  <i>SADMP DM28</i>            <b>Positive</b>  <i>BCAP BCAP22</i>            <b>Positive</b></p> <ul style="list-style-type: none"> <li>• Improvements to cycle routes will generally benefit all members of the community.</li> <li>• The approach is consistent with the above Local Plan policies previously assessed as having no negative impacts.</li> <li>• Specific equalities issues raised in relation to the Framework and through previous EqIAs of the Local Plan can be addressed (see below).</li> </ul> <p>Overall the approach should generally benefit all people with protected characteristics and is assessed as <b>Positive</b>.</p>		N/A	N/A	<b>No changes required</b>
	<p><b>Equalities issues raised</b> Previous concerns raised with Core Strategy policy (BCS10) that the</p>	<p><b>Response</b> See 'Pedestrian route improvements' - response to equalities issues raised.</p>			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	<p>promotion of alternative methods of transport to the car could disadvantage groups more reliant on this means of transportation, such as people with disabilities and households with young children.</p> <p>The Framework should indicate segregation of pedestrians and cyclists on all identified cycle/pedestrian routes including quayside walkways.</p>				
Public transport and station improvements improvements	<p><b><u>Relevant Local Plan Policies – Previous EqIA Assessment</u></b></p> <p><i>Core Strategy BCS10    Neutral</i>  <i>SADMP DM23            Positive</i>  <i>BCAP BCAP28          Positive</i></p> <ul style="list-style-type: none"> <li>• The aspiration to deliver a world class railway hub with outstanding station facilities will generally benefit all members of the community. Significant improvements to the access to Temple Meads Station and easier movement between transport modes around the station will be of particular benefit to people with disabilities, older people and families with young children.</li> <li>• The approach is consistent with the above Local Plan policies previously assessed as having no negative impacts.</li> <li>• Specific equalities issues raised in relation to the Framework and through previous EqIAs of the Local Plan can be addressed (see below).</li> </ul> <p>Overall the approach should generally benefit all people with protected characteristics and is assessed as <b>Positive</b>.</p>		N/A	N/A	<b>No changes required</b>

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?		Proposed Actions		Outcome
			Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	<p><b>Equalities issues raised</b> Previous concerns raised with Core Strategy policy (BCS10) that the promotion of alternative methods of transport to the car could disadvantage groups more reliant on this means of transportation, such as people with disabilities and households with young children.</p> <p>The Framework does not address transport for people with different needs, in particular the need for easy transfer between rail and bus and access to different parts the EZ from different areas.</p> <p>The Framework does not address:</p> <ul style="list-style-type: none"> <li>• Accessible public transport, buses from south and east Bristol and increased frequency of trains on the Severn Beach line.</li> </ul>	<p><b>Response</b> See 'Pedestrian route improvements' - response to equalities issues raised.</p> <p>The Framework does address the general issue of mobility around the station in the following section:</p> <ul style="list-style-type: none"> <li>• <i>Placeshaping approach - Inter related layers – Public transport and station improvements</i> A longer term masterplanning exercise will be commissioned to explore the reconfiguration of the station interchange zone. This will address the full range of accessibility requirements for transfers between rail and bus in the area.</li> </ul> <p>See also 'Pedestrian route improvements' - response to equalities issues raised</p> <p>Whilst outside the scope of the urban design principles set out in the TQEZ Spatial Framework, the creation of a new city quarter and transport interchange may facilitate improvements to public transport infrastructure and service scheduling.</p>			

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?	Proposed Actions		Outcome	
		Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities		
Changes to highway access	<p><u><a href="#">Relevant Local Plan Policies – Previous EqlA Assessment</a></u></p> <p><i>Core Strategy BCS10 Neutral</i></p> <ul style="list-style-type: none"> <li>Maximising opportunities for walking, cycling and public transport through reconfigurations to the highway network will generally benefit all members of the community. Improvements including the remodelling of the Temple Gate/Temple Circus road corridor and future improvements to the A4 corridor to ease pedestrian/cycle movement will be of particular benefit to people with disabilities, older people and families with young children</li> <li>The approach is consistent with the above Local Plan policy previously assessed as having no negative impact.</li> <li>Specific equalities issues raised through previous EqlAs of the Local Plan can be addressed (see below).</li> </ul> <p>Overall the approach should generally benefit all people with protected characteristics and is assessed as <b>Positive</b>.</p>		N/A	N/A	No changes required
	<p><b>Equalities issues raised</b> Previous concerns raised with Core Strategy policy (BCS10) that the promotion of alternative methods of transport to the car could disadvantage groups more reliant on this means of transportation, such as people with disabilities and households with young children.</p>	<p><b>Response</b> See 'Pedestrian route improvements'.</p>			
Place Plans					
Temple Meads City Gateway	<p><b>Positive</b> The approach incorporates the following inter related layers assessed above as follows:</p>	N/A	N/A	No changes required	

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?	Proposed Actions		Outcome
		Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	<ul style="list-style-type: none"> <li>- Development layout – Positive</li> <li>- Development form – Positive</li> <li>- Land use plan – Positive/Negative</li> <li>- New and enhanced public spaces – Positive</li> <li>- Pedestrian route improvement – Positive</li> <li>- Quayside walkways and bridges – Positive</li> <li>- Cycle route improvements – Positive</li> <li>- Public transport and station improvements – Positive</li> <li>- Changes to highway access - Positive</li> </ul> <p>As negative impacts of the Land use plan relating to flood risk can be mitigated and all other impacts are positive the Place Plan approach will generally benefit all people with protected characteristics.</p>			
Temple Quay	<p><b>Positive</b> The approach incorporates the following inter related layers assessed above as follows:</p> <ul style="list-style-type: none"> <li>- Development layout – Positive</li> <li>- Development form – Positive</li> <li>- Land use plan – Positive/Negative</li> <li>- New and enhanced public spaces – Positive</li> <li>- Pedestrian route improvement – Positive</li> <li>- Quayside walkways and bridges – Positive</li> <li>- Cycle route improvements – Positive</li> <li>- Public transport and station improvements – Positive</li> <li>- Changes to highway access - Positive</li> </ul> <p>As negative impacts of the Land use plan relating to flood risk can be mitigated and all other impacts are positive the Place Plan approach will generally benefit all people with protected characteristics.</p>	N/A	N/A	<b>No changes required</b>

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?	Proposed Actions		Outcome
		Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
Silverthorne Lane	<p><b>Positive</b> The approach incorporates the following inter related layers assessed above as follows:</p> <ul style="list-style-type: none"> <li>- Development layout – Positive</li> <li>- Development form – Positive</li> <li>- Land use plan – Positive/Negative</li> <li>- New and enhanced public spaces – Positive</li> <li>- Pedestrian route improvement – Positive</li> <li>- Quayside walkways and bridges – Positive</li> <li>- Cycle route improvements – Positive</li> <li>- Public transport and station improvements – Positive</li> <li>- Changes to highway access - Positive</li> </ul> <p>As negative impacts of the Land use plan relating to flood risk can be mitigated and all other impacts are positive the Place Plan approach will generally benefit all people with protected characteristics.</p>	N/A	N/A	<b>No changes required</b>
Avon Riverside	<p><b>Positive</b> The approach incorporates the following inter related layers assessed above as follows:</p> <ul style="list-style-type: none"> <li>- Development layout – Positive</li> <li>- Development form – Positive</li> <li>- Land use plan – Positive/Negative</li> <li>- New and enhanced public spaces – Positive</li> <li>- Pedestrian route improvement – Positive</li> <li>- Quayside walkways and bridges – Positive</li> <li>- Cycle route improvements – Positive</li> <li>- Public transport and station improvements – Positive</li> <li>- Changes to highway access - Positive</li> </ul> <p>As negative impacts of the Land use plan relating to flood risk can be</p>	N/A	N/A	<b>No changes required</b>

Proposed Approach (see Appendix B for further detail)	Positive, Neutral or Negative Impact?	Proposed Actions		Outcome
		Mitigating measures if negative impact	Measures to maximise opportunities for equalities communities	
	mitigated and all other impacts are positive the Place Plan approach will generally benefit all people with protected characteristics.			

#### **Step 4: So what?**

- *How has the equality impact assessment informed or changed the proposal?*
- *What actions have been identified going forward?*
- *How will the impact of your proposal and actions be measured moving forward?*

- 3.10 The purpose of the assessment is to ensure that the TQEZ Spatial Framework has been developed with due regard to the Public Sector Equality Duty, in particular the need to promote equality of opportunity, to eliminate unlawful discrimination and to promote good relations across the community. From the outset officers did not envisage that any aspect of 'The Framework' would raise concerns in these areas.
- 3.11 The TQEZ Spatial Framework promotes an integrated placemaking approach that puts sustainable urban design at its core. Following key urban design principles the aim is to create a high quality distinctive and sustainable working, living and leisure environment connected to a 21<sup>st</sup> century transport interchange with greatly improved pedestrian, cycling and public transport infrastructure. This will deliver economic and environmental benefits to users of the area but also social benefits, in particular improvements to the physical and mental health and well-being of all individuals, the creation of better opportunities for social interaction, supporting the creation of stronger more inclusive communities and helping to achieve a higher quality of life. In this way the TQEZ Spatial Framework is seeking to realise a key requirement of the Public Sector Equality Duty - to promote equality of opportunity.
- 3.12 As expected the assessment has not identified any substantive equalities issues. The assessment has identified mostly positive impacts for people with 'protected characteristics' with many elements of 'The Framework' actively seeking to advance equality of opportunity and to foster better relations between different sectors of the community. Particularly positive elements of the placeshaping approach include the creation of safe, inclusive and accessible environments, the creation of places that encourage positive social interaction between all groups and the creation of an urban structure that fosters social capital.
- 3.13 The potential for discrimination to occur through the application of 'The Framework' is considered extremely limited. Whilst one negative impact was identified in relation to flood risk mitigating measures have been proposed. Although 'The Framework' addresses issues of inclusivity consideration could be given to using illustrative material that is more representative of communities across the city.
- 3.14 The impact of the TQEZ Spatial Framework will be monitored by the Council on an on-going basis. The Framework sets the strategic context for future masterplans and briefs for areas within the Enterprise Zone. This will necessitate continuing engagement with Enterprise Zone Partners and key stakeholders, including equalities groups, to develop further detailed plans for the area. 'The Framework' is also designed to be flexible and can accommodate shifts in culture and attitudes over time.

- 3.15 'The Framework' provides local context to a number of existing Local Plan policies. These policies are formally monitored through the Authority's Monitoring Report, undertaken annually. This includes an assessment of the implementation of policies which can provide an opportunity to identify any potential equalities impacts over time.

# Appendix A

## Framework Summary

<b>Vision</b>	
<b>A liveable city quarter by design</b>	<p>The Spatial Framework promotes the creation of a liveable city quarter.</p> <p>A liveable city is marked by a healthy and happy community, a vibrant and responsible urban economy, and intelligent, flexible and resilient infrastructure. It will be thriving, socially inclusive, biodiverse and energy efficient. It will promote physical activity and encourage healthy lifestyles as the normal, easy choice.</p> <p>The liveable city offers a high quality of life. Liveability and quality of place are key factors in attracting and retaining high value knowledge and creative industries and their highly skilled and mobile workers. A liveable city is a competitive city.</p>
<b>Placeshaping approach</b>	
<b>Key aspects</b>	<p><b>The Urban Structure</b></p> <p>Urban structure is the spatial arrangement and form of streets, open spaces, infrastructure, buildings and land uses influenced by topography, waterways and landscape setting.</p> <p>The Spatial Framework is a tool to guide and shape a more responsive urban structure that:</p> <ul style="list-style-type: none"> <li>• supports a resilient and dynamic mix of buildings and land uses;</li> <li>• is founded upon a deeper understanding of the relationships and interactions between built and natural environment, community, economy, infrastructure;</li> <li>• has an adaptive ability to accommodate change;</li> <li>• can evolve incrementally over time.</li> </ul> <p><b>The Public Realm</b></p> <p>The Spatial Framework promotes the following public realm qualities:</p>

	<ul style="list-style-type: none"> <li>• Characterful - responds to local context delivering a Temple Quarter that is rich in built and natural character</li> <li>• Comfortable - is safe, inclusive and attractive to meet, gather, work, relax and move through</li> <li>• Connected - connects well with Bristol's wider movement network, reducing or removing through-vehicular traffic and making it easy for all users to move around</li> <li>• Resilient - uses timeless, attractive, durable materials, exploit best available techniques, high environmental performance and are easily maintainable</li> <li>• Convivial - encourages positive interaction for all members of the community</li> <li>• Animated - is designed to inspire; providing the canvas for the creative, artistic, sociable and playful opportunities of city life</li> <li>• Versatile - is flexible enough to accommodate future change without significant re-design</li> </ul>
<p><b>Placeshaping Response</b></p>	<p><b>Destination befitting a European Green Capital</b></p> <p>Temple Quarter will become a destination in its own right, with the arena acting as a catalyst for a rich mix of complementary activities (some permanent, some temporary), all supported by a vibrant public realm.</p> <p><b>A more direct link to the city centre</b></p> <p>The Temple Gate/Temple Circus road corridor will be remodelled so that it is no longer such a barrier for people moving on foot or cycle between the railway station and the city centre.</p> <p><b>Distinctive places</b></p> <p>Temple Quarter's vacant sites will be imaginatively redeveloped to create a number of distinct places each with their own unique character. An increasingly vibrant city-facing gateway will flourish alongside a rejuvenated, more tranquil neighbourhood backwater.</p> <p><b>A 21<sup>st</sup> century transport interchange</b></p> <p>Investment in Temple Meads station will create a spacious station with pedestrian access from all directions and beneath. The station will sit within a wider interchange zone, which provides clear and convenient movement between transport modes.</p>

	<p><b>A reconnected, walkable neighbourhood</b></p> <p>A series of new bridges, tunnels and waterfront walkways will help pedestrians and cyclists to move through the area, removing barriers currently created by rail infrastructure and water-courses.</p> <p><b>Waterways reanimated</b></p> <p>Temple Quarter’s extensive water front will become teeming with life, the focus being Totterdown Basin where harbour, canal and river converge. New boat moorings, boardwalks, cafes and bars will attract people both day and evening.</p> <p><b>A network of new and rediscovered public spaces</b></p> <p>Temple quarter will put the public realm at the heart of its rejuvenation, whether it is spacious arrival spaces (Temple Meads station), well-used event spaces (Arena Island), or off the beaten track ‘found’ spaces (Silverthorne Lane).</p> <p><b>Legible landmarks</b></p> <p>Temple Quarter’s existing rich heritage such as the station will be allowed to shine and will be complemented by new landmark buildings and spaces located to provide greater wayfinding through the area.</p>
<p><b>Inter related layers</b></p>	<p><b>Development layout</b></p> <p><u>Coherent spatial arrangement</u></p> <ul style="list-style-type: none"> <li>• Based on existing landscape structure, local pattern and grain of development, retained historic assets and important views.</li> <li>• Provides for an inter-connected network of street and public spaces based on a logical and legible hierarchy of routes and intersections.</li> <li>• Protects and enhances the strategic green infrastructure network.</li> <li>• Development predominantly arranged into perimeter blocks.</li> <li>• Block structure designed to be flexible and adaptable.</li> </ul> <p><u>Public fronts/private backs</u></p> <ul style="list-style-type: none"> <li>• Creation of public/active fronts and private/passive backs.</li> <li>• Provision of active frontages.</li> </ul>

Relevant key Local Plan policies

- DM27: Layout and Form.

**Development form**

Building heights

- 3 bands of building heights:
  - Low-rise (1-4 storeys);
  - Medium-rise (5-8 storeys);
  - High-rise (9+ storeys).
- EZ an appropriate location for medium-rise buildings.
- Low rise promoted immediately around the station (to retain views to the station), the historic core around Silverthorne Lane and Bath Road (to retain views to the Totterdown escarpment).
- Opportunities for tall buildings at: Arena Island, former Royal Mail Sorting Office, Plot 3 (fronting the Floating Harbour and the Eastern end of the Feeder).

Focal buildings

- Promotes the creation of a number of focal buildings at:
  - The Arena site;
  - Bath Road opposite the Arena;
  - Entrances to Temple Meads from the East, West and North;
  - Proposed market hall building within the Silverthorne Lane area.
- Focal buildings to provide visual accentuation (does not imply a tall building).

Important views and vistas

- Protection/enhancement of views to the tower of Temple Meads and St. Mary Redcliffe;
- New views to new focal buildings.

A Relevant key Local Plan policies

- BCS20: Effective and Efficient Use of Land.

## **Land use plan**

### Mixed-use development

- Promotes the creation of mixed-use development parcels
- Employment emphasis: in and around the transport interchange
- Housing emphasis: along the area's water frontages
- Leisure emphasis – locations of high footfall adjacent to key public spaces
- Retail – In and around Temple Meads (grab and go food, non-food, public house/wine bar and hotel)
- Creation of work hubs (an environment that facilitates economic and social interaction and the exchange of goods services and ideas)

### Active ground floor uses

- Promotion of active ground floor uses in areas with highest footfall.

### Meanwhile use

- Promotes the use of 'meanwhile uses' particularly on vacant sites en route to the arena.

### Relevant key Local Plan policies

- BCAP3: Family sized homes.
- BCAP12: Vacant sites and temporary uses.
- BCAP31: Active ground floor uses and active frontages in Bristol City Centre.

## **Heating and high speed broadband networks**

### Heating networks

- Enterprise zone identified as a possible location for a Heat Network.
- Energy centres identified in the following locations:
  - Broughton House
  - 100 Temple Street
  - Arena
  - Days Road
  - Victoria Road

### High speed broadband

- Access to high speed broadband

#### General purpose service trench

- Extensions to existing duct to provide a wide range of utilities including district heating and high speed broadband across the enterprise zone.

#### **New and enhanced public spaces**

- New public spaces proposed in the following locations:
  - Front of 100 Temple Street#
  - Northern entrance to temple Meads
  - New eastern entrance to Temple Meads
  - The Arena
  - Bath Road entrance to the Arena
  - East bank of the River Avon opposite Arena Island
  - Avon Street Market Place
- Improvements to existing public spaces in the following locations:
  - Broad Plain
  - Station Approach
  - The Square and Amphitheatre at Temple Quay South
- Landscape and green space improvements in the following locations:
  - Totterdown Basin
  - Northern Bank of the New Cut
  - Totterdown Reserve
  - Sparke Evans Park
  - St. Mary Redcliffe Cemetery
- Reanimated historic yard spaces in the following locations:
  - Brunel yard
  - Bristol and Exeter yard
  - Motion nightclub
  - St. Vincent's Works yards

## **Pedestrian route improvements**

### Delivering attractive, accessible and safe pedestrian routes in Temple Quarter

- Extension and enhancement of the following routes:
  - Brunel Mile (linking Temple Meads with the City Centre)
  - Temple Gate (Linking Redcliffe Way with Victoria Street)
  - Old Market Bus Hub Link (linking Temple Quay with Old Market)
  - The Friary (linking Temple Quay with the Dings)
  - Redcliffe Hill Bus Hub Link (linking Temple Meads with Redcliffe Hill)
- New routes including:
  - Station Street (a new public street beneath the train station)
  - Bath Road Promenade (linking Temple Meads to the Three Lamps junction)
  - Silverthorne Lane/Gas Lane/Kingsland Road/Midland Road (linking a new eastern entrance to Temple Meads to Old Market)
  - Arena Island (a new route through Arena Island connecting Bath Road to a new eastern entrance to Temple Meads)

### Relevant key Local Plan policies

- BCAP30: Pedestrian routes

## **Quayside walkways and bridges**

### Delivering a vibrant waterfront in Temple Quarter

- New quayside walkways are identified in the following locations:
  - Finzel's Reach (access currently being created adjacent to the EZ along the edge of this development site.)
  - Floating Harbour – North Shore (pontoon boardwalk linking St. Philips Bridge to Valentine's Bridge and a new quayside path connecting Temple Quay North and Totterdown Basin)
  - Floating Harbour – South Shore (pontoon boardwalk connecting the ferry landing stage at Temple Quay southwards to Totterdown Basin)
  - Feeder Canal – North Shore (new waterside link connecting an upgraded St. Vincent's Bridge with a new space created next to the existing harbour inlet)
  - Riverside (riverside route, allowing people to move on foot and bike between the new bridges over to Arena Island)
  - Totterdown Reach (riverside path providing an alternative to Bath Road and linking directly into Paintworks)
  - Paintworks (extension of the riverside path through Paintworks and onto the existing bridge across to Sparke)

Evans Park)

Relevant key Local Plan policies

- BCAP32: Quayside walkways

**Cycle Route improvements**

- Cycle improvements are identified on the following routes:
  - Brunel Mile (Extended to an improved northern entrance into Temple Meads)
  - Temple Gate - Temple Way (A new two-way, delineated cycle route will be promoted along the eastern side of Temple Way, which connects to the remodelled Temple Gate)
  - Old Market Bus Hub Link (Enhanced links to the existing bus hubs at Old Market)
  - Bristol to Bath Railway Path (East-west link between the Brunel Mile and the Bristol to Bath Railway Path enhanced through remodelling of the Temple Circus roundabout creating a more direct and convenient crossing of Temple Gate)
  - Redcliffe Hill Bus Hub Link (Enhanced, more legible cycle link to the existing bus hub at Redcliffe Hill)
  - Clarence Road – Cattle Market Road – Feeder Road (New segregated cycle path along Clarence Road and Cattle Market Road east-west Link – currently underway. Improvements to be extended eastwards to Feeder Road)
  - Bath Road Promenade (Creation of a broad cycle and pedestrian route along the eastern side of the existing highway network either through reallocation of existing highway or the creation of new bridges)
  - River Avon (Improvements to section of cycle path between Cattle Market Road and Sparke Evans Park. New footbridge (St. Phillips Bridge) will connect this path with Arena Island)
  - Arena Island (New route created across new bridge to Arena, through Arena Island and up to Bath Road)

**Public transport and station improvements**

- Public transport and station improvements are identified as follows:
  - New platform capacity in Midland (Digby Wyatt) Shed and Brunel's Passenger Shed (Reused rail sheds, with two additional platforms being reinstated. May accommodate the arrival of InterCity Express high-speed train service and MetroWest suburban services)
  - New northern station entrance
  - New station ticket hall
  - New eastern station entrance
  - New station street (New tunnel beneath the station connecting the city centre with the areas behind the

- station, including the arena)
- Multi-storey station car park (A 500 space dedicated long-stay car park, short-stay passenger drop-off/pick up, and 800 space cycle park)
- Metrobus stop (A new MetroBus stop serving Temple Meads station located adjacent to the new Temple Gate crossing)
- Park and Ride stop (A relocated Park and Ride stop, located adjacent to the new Temple Gate crossing)
- Bus stops on The Friary (Bus services relocated from the Station Approach to the Friary, with capacity for new services to be introduced over time)
- Bus stops on Temple Gate (Existing inbound bus stops along Temple Gate relocated closer to the new Temple Gate crossing. Outbound bus stops on Temple Gate consolidated into one location, and facilities improved)
- Links to bus hubs at Old Market and Redcliffe (Enhanced, more legible pedestrian links to existing bus hubs at Old Market and Redcliffe Hill)
- Taxi Ranks - Station Approach (Reconfigured, and better organised taxi ranks for both pick-up and drop-off)
- Ferry Services (New ferry landing stage at Totterdown Basin serving the arena)

Relevant key Local Plan policies

- BCAP28: New Interchange Facilities

**Changes to highway access**

Improving access by walking, cycling and public transport along and across the A4 corridor without reducing traffic capacity

- Planned improvements to Temple Gate/Temple Circus to include:
  - Roundabout replaced with new signal controlled cross road
  - No right turn into the Friary
  - No left turn into Temple Back West
- Extend improvements planned for Temple Gate/Temple Circus southwards along Bath Road to Three Lamps Junction.

The creation of new vehicular access arrangements to both Temple Meads station and the arena

- Planned improvements to Temple Meads Station to include:
  - Isambard Walk Access – New section of road alongside Isambard Walk linking Temple Back East with the Friary
- Proposed access arrangements in relation to the arena to include:

	<ul style="list-style-type: none"> <li>- Primary Vehicular Access - Bridge spanning the Avon (under construction) connecting Cattle Market Road to the Arena</li> <li>- Secondary Vehicular Access from the A4</li> <li>- Albert Road – Coach pick-up/drop-off</li> <li>- Cattle Market road –Eastbound only, more space for pedestrians and cyclists</li> </ul> <p><u>Relevant key Local Plan policies</u></p> <ul style="list-style-type: none"> <li>• BCS10: Transport and Access Improvements</li> </ul>
<b>Place Plans</b>	<p><b>1. Temple Meads City Gateway</b></p> <p><u>Objectives</u></p> <ul style="list-style-type: none"> <li>• Temple Meads transformed into a city gateway befitting a Green Capital City</li> <li>• A world-class railway hub with outstanding station facilities</li> <li>• Sensitive adaptation of the station’s nationally important heritage assets</li> <li>• A rejuvenated and expanded transport interchange</li> <li>• New mixed use development, including commercial, shops, restaurants and bars</li> <li>• More direct and pleasant pedestrian and cycle routes between the station and the city centre</li> <li>• New public access beneath and around the station complex which kick starts regeneration east of Temple Meads</li> <li>• A rediscovered green heart to the Quarter at Totterdown Basin</li> </ul> <p><u>Supporting transport measures</u></p> <ul style="list-style-type: none"> <li>• Delivery of world class railway hub</li> <li>• Removal of Temple circus roundabout and replacement with a simplified signal controlled cross road</li> <li>• Transport interchange zone expanded to include The Friary</li> </ul> <p><u>Key public realm and movement projects</u></p> <ul style="list-style-type: none"> <li>• Temple Place (New public square to front of 100 Temple Street)</li> <li>• Brunel Square (New arrival space serving a relocated and improved northern entrance to Temple Meads Station, also marks the start of the Brunel Mile)</li> <li>• Station Approach (More space allocated to public realm following relocation of buses to Friary. Opportunities explored for creating direct access into a new street ticket hall)</li> <li>• Brunel Yard/Bristol and Exeter Yard (Improved historic yard spaces, providing semi-public social spaces serving the surrounding creative industries hubs)</li> </ul>

- Square (Existing focal space at a new eastern entrance into Temple Meads Station)
- Totterdown Basin (New waterfront walkway/cycle route and arrange of water-related leisure uses, including a new wharf to accommodate boat moorings)

#### Key development projects

- TM01 Temple Meads North (Plot 6) (New multi-storey car park serving the station; building to accommodate a new northern entrance into the station at street level; retail, food and drinks outlets; cycle parking; and passenger drop-off /pick-up. Development to the west will preserve views between St. Mary Redcliffe Church and the Station Clock Tower, and provide an active front to Brunel Square, and enclosure to Brunel Yard)
- TM02 Temple Gate (The Island site and Temple Circus) (Gateway buildings opposite Bristol City Council office hub. Existing buildings refurbished and integrated into wider development. Mixed use, including commercial office space, creative industries space, with active ground floor uses and public square)
- TM03 Temple Meads Station (Remodelled station, reintroduction of trains into Digby Wyatt Shed, range of 'convenience' and 'destination' retail space beneath. New street level ticket hall may eventually link to a new station street connecting to the Former Royal Mail Sorting Office and beyond)
- TM04 Bristol and Exeter Yard (including TCN and Collett House site) (New buildings to station forecourt, Temple Gate and Cattle Market Road, better setting to Bristol and Exeter House. Buildings set back from Temple Gate creating more space for pedestrians, cyclists, bus stops and tree planting. More direct pedestrian route between the station entrance and Cattle Market Road, passing through improved yard Space)
- TM05 Bath Parade (Former Garage site, Temple Gate House, Templegate Peugeot and multi-storey car park) (New gateway to city at end of Station Approach, with opportunity for landmark building. Mixed use with active ground floor uses. Buildings set back from Temple Gate creating more space for pedestrians, cyclists, bus stops and tree planting)
- TM06 (Former Royal Mail Sorting Office and environs) (High density, mixed use development arranged on a major public space with direct access to a new station entrance. Water frontage brought back into use with wharf-type buildings accommodating restaurants, cafes and water recreation uses)

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## **2. Temple Quay**

#### Objectives

- An increasingly diversified business district – with hotels, conference facilities, bars and restaurants alongside new housing
- High quality, adaptable buildings with outstanding environmental performance
- A legible grid of buildings providing views and links to the harbour's edge and station clock tower

- A more connected harbour's edge that extends to the north and south
- A walkable neighbourhood, with better links to public transport
- New access arrangements via Temple Back East, Isambard Walk and The Friary
- A high quality public realm, animated throughout the day and into the evening
- A remodelled amphitheatre space at the heart of the district
- Broad Plain sympathetically restored

#### Supporting transport measures

- Better northern entrance provided at the station
- New bus stops provided along The Friary.
- A new road link between Temple Back East and The Friary will improve station access for passenger drop-off/pick up and station parking.
- Pedestrian links to the existing bus hubs at Old Market and Redcliffe Hill will be improved.

#### Key public realm and movement projects

- Broad Plain (Historic space restored to create new pocket park)
- Floating Harbour (South Shore - New floating pontoon boardwalk)
- Floating Harbour - North Shore (New floating pontoon boardwalk)

#### Key development projects

- TQ01 Brunel Dock (Plot 3) (Mixed use with active ground floor uses – potential for a high quality hotel and conference facility)
- TQ02 Bank Place (Mixed use with active ground floor uses)
- TQ03 Glassfields (Mixed use with active ground floor uses)
- TQ04-TQ08 Temple Quay North (Greater proportion of active ground level uses sought in blocks yet to be delivered)

### **3. Silverthorne Lane**

#### Objectives

- An attractive walkable neighbourhood
- Reanimated and sympathetically restored historic streets and yards
- A publicly accessible and connected waterfront

- A direct route to a new easterly station entrance
- Historic buildings and railway arches reused for creative workspace
- New, human-scaled buildings of architectural quality
- A richer mix of uses, including residential - drawing more people into the area
- A new public square - Avon Street Market Place - which becomes a local destination
- Bespoke design solutions to mitigate against flooding

#### Supporting transport measures

- Limitations on vehicular access, on-street car parking and parking restraint in new developments
- Suggested car parking level of 1 space per 600sqm B1 use identified for the area
- Improved pedestrian links to the transport interchange at the station
- New ferry stop at Totterdown Basin
- Potential for a shared car pool, electric vehicle charging points and a cycle hub

#### Key public realm and movement projects

- Avon Street Market Place (New local Marketplace. The space is connected to Square via a new pedestrian and cycle bridge)
- North Shore (A new floating pontoon boardwalk to provide temporary access connecting Temple Quay North and Totterdown Basin, replaced in time by a quayside path)
- Feeder Canal - North Shore (A new waterside link connecting an upgraded St. Vincent's Bridge with a new space created next to the existing harbour inlet)

#### Key development projects

- SL01 Avon Street Wharf (sites between Floating Harbour and Avon Street) (Mixed use development) in wharf-type buildings, with cafes and restaurants)
- SL02 Feeder Works (sites between Feeder Canal and Silverthorne Lane) (Re-used industrial buildings; new canal side piers and walkways; New contemporary mixed use buildings, including residential. Railway arches refurbished and brought back into active use)
- SL03 Gas Works (sites between Avon Street, Silverthorne Lane and Gas Lane) (New heart to area with buildings fronting onto a new public square which connects back to the station. The old Gas Works building reused as a local destination e.g. a market hall or events space. Historic walls retained)
- SL04 Freestone Place (Existing buildings refurbished and new mixed use buildings introduced, including residential)
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#### **4. Avon Riverside**

##### Objectives

- A new arena, breathing life and vitality into the area
- A new city space - Arena Plaza
- A new business and residential community on
- Arena Island, occupying contemporary, high density buildings
- A walkable neighbourhood, with activity throughout the day and evening
- A reimagined river corridor, increasingly used by pedestrians and cyclists, as part of a regular commute or a recreational stroll
- A string of innovative and green business hubs linking the station and the Paintworks
- A rediscovered green heart to the Quarter at Totterdown Basin
- A better commute for pedestrians and cyclists using Bath Road

##### Supporting transport measures

- New road bridge currently being built into arena site from Cattle Market Road.
- Access along Cattle Market Road will become eastbound only.
- Car parking restraint for both the arena and other developments in the area, will require significant improvements to access by alternative modes of transport, including walking and cycling, public transport, ferry and taxis.
- Improvements being undertaken include the creation of a new harbourside pontoon walkway, and improvements to Cattle Market Road, Clarence Road and Feeder Road.
- Long term improvements proposed for the Bath Road corridor from Temple Gate through to the Three Lamps junction including a pedestrian/cyclist promenade on land adjacent to the A4.

##### Key public realm and movement projects

- Arena Plaza (Gathering and meeting place for people attending events at the Arena)
- Arena Terrace (Route taking pedestrians from Bath Road through Arena Island to Temple Meads Station)
- Victor Place Small gateway space connecting Albert Road/St. Phillips to Arena Island via riverside path.
- Sparke Evans Park (Opportunities for community-led initiatives including food growing, city farms, garden centres etc.)
- River Avon (Widened, safer riverside path, connecting Spark Evans Park to Totterdown Basin. Access to the arena via St. Phillips pedestrian bridge, providing access to coach drop-off and pick up on Albert Road)
- Riverside (Riverside route, allowing people to move on foot and bike between the new bridges over to Arena)

Island)

Key development projects

- AR01 Arena Island (Diesel Depot Site and access road) (Destination location, providing an opportunity for high quality, high density, mixed uses including an arena, commercial offices, and residential apartments, arranged within blocks fronting onto the river and a new arena Plaza)
- AR02 Fish Dock (Kwik Fit site) (Prominent site on main highway network next to Bath Bridges. Potential for a multi-storey car park supporting the station and/or the arena. Buildings will be set back from Bath Road creating more space for pedestrians, cyclists, and tree planting)
- AR03 Totterdown Reach (sites both sides of Totterdown Bridge) (Mixed use development of residential and small scale commercial/workshops, with riverside path)
- AR04 Paintworks (including the Open Storage site) (Creative hub comprising workshops, live/work units, Houses/apartments)
- AR05 Victor and Albert Works (former Pest Control site, and industrial sites just outside EZ) (High quality business space created on a collection of underutilised riverfront sites just outside the enterprise zone. An opportunity to widen the riverside path, and create better pedestrian linkages back to Albert Road which will be used for drop-off and pick-up for the arena)