
Broad Street Public Realm Scheme, Oxford

Equalities Impact Assessment

September 2022

Broad Street Public Realm Scheme, Oxford

Equalities Impact Assessment

Prepared by Barton Willmore, now Stantec on behalf of Oxfordshire County Council

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1 INTRODUCTION

- 1.1 This Equalities Impact Assessment (EqIA) has been prepared in support of the redevelopment of land on Broad Street, Oxfordshire (hereafter referred to as 'the site', see Appendix 1), to provide an area of pedestrianised public realm under Oxfordshire County Council's (OCC) Experimental Traffic Regulation Order ('the development').
- 1.2 The site is located within the administrative boundary of Oxford City Council (OxCC) and is situated within the Carfax Ward. The site sits within Oxford City Centre.
- 1.3 This EqIA sets out:
- The background to the site and proposed development;
 - The legislative and planning policy context to the EqIA;
 - Baseline conditions; and
 - The assessment, including a summary.

Site Description and Context

- 1.4 The site is currently an operational road, providing pay and display car parking, cycle parking, three loading bays, disabled parking bays and two bus stops serving the ST1 Connector bus route. Areas of cycle parking are found in the eastern parts of Broad Street, which lie outside the Balliol College Library. Areas of car parking within Broad Street are found within the central to western parts of the site, 25 existing car spaces are found within the middle of the street, whilst further car parking is found on the curb edge outside Balliol College Porters Lodge.
- 1.5 The site is located on Broad Street. To the north lie Balliol College and Trinity College (and associated green space) of the University of Oxford, and a small number of retail and pub premises, whilst The Sheldonian Theatre and retail premises sit to the south. Further retail premises and pubs sit to the east and west.
- 1.6 The surrounding road network includes George Street to the east, Turl Street and Cornmarket Street to the south, George Street to the west and Magdalen Street and Magdalen Street East to the north; these roads all branch from Broad Street.

The Development

1.7 OCC seeks to redevelop the existing site under into an easily accessible, pedestrian-friendly outdoor space. The scheme is will last up to 18 months under an Experimental Traffic Regulation Order and is due to commence construction from early September 2022. Construction is planned to take three weeks, to be operational in late September 2022. The proposed amendments to the site are as follows (Appendix 1):

- Removal of existing pay and display parking;
- Retention of eight disabled bays (four located on Broad Street, four relocated on Parks Road);
- Introduction of two flexible-use public realm areas with provision of seating and planters;
- The existing bus provision will be maintained, where the existing stops will be temporarily bagged, and a new (outbound) bus stop will sit alongside the western public realm space. A second drop off only bus stop (inbound) will be provided on Parks Road;
- The existing motorcycle bay on Broad Street will be relocated to St Giles;
- The existing loading bays will be retained, and an additional 24/7 loading bay will be introduced at the turning circle;
- Access to properties will be maintained;
- Introduction of five new informal crossing points to provide safe crossing;
- Additional temporary dropped kerbs will be installed; and
- Existing street licenses will be retained, such as for café seating.

1.8 Access to the site will be granted exclusively from the Parks Road and Broad Street junction (eastern). As such, existing access from the west along Broad Street (western) and Magdalen Street will be prevented once the amendments have been made.

Legislative and Policy Context

The Equality Act 2010¹

1.9 The purpose of the Equality Act is to ensure that '*Ministers of the Crown and others when making strategic decisions about the exercise of their functions to have regard to the desirability of reducing socio-economic inequalities...*'. The act goes on to say at paragraph 1 that '*An authority to which this section applies must, when making decisions of a strategic nature about how to exercise its functions, have due regard to the desirability of exercising them in a way that is designed to reduce the inequalities of outcome which result from socio-*

¹ <http://www.legislation.gov.uk/ukpga/2010/15/contents>

economic disadvantage...'. The Act also defines the following 'protected characteristics': age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

- 1.10 Section 149 of the Equality Act details the public sector equality duty to have due regard to:
- a. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - c. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Oxford Local Plan 2016 to 2036ⁱ

- 1.11 The Oxford Local Plan, adopted in 2020, sets out OxCC's strategy for meeting the City's needs until 2036. The Local Plan policies that are relevant to equalities and to the development, and will inform the assessment, are as follows:

- **Policy RE1 Sustainable design and construction:** Where relevant, developments must incorporate the following sustainable design and construction principles:
 - maximising energy efficiency and the use of low carbon energy;
 - Conserving water and maximising water efficiency;
 - Using recycled and recyclable materials and sourcing them responsibly;
 - Minimising waste and maximising recycling during construction and operation;
 - Minimising flood risk including flood resilient construction;
 - Being flexible and adaptable to future occupier needs; and
 - Incorporating measures to enhance biodiversity value.
- **Policy RE7 Managing the impact of development:** development must seek to ensure that the amenity of communities, occupiers and neighbours are protected; and ensure there are no unacceptable transport impacts affecting communities, occupiers, neighbours and the existing transport network.
- **Policy DH1 High quality design and placemaking:** development designs should seek to create or enhance local distinctiveness through a high-quality design.
- **Policy M1 Prioritising walking, cycling and public transport:** developments should seek to promote sustainable and active travel by improving the environment for

pedestrians, cyclists and users of public transport, enhancing connectivity through easily accessible networks, and support high-quality public realm improvements works, such as the development.

- **Policy V1 Ensuring the vitality of centres:** sets a local threshold for impact assessments to be provided in respect of proposals comprising over 350m² gross of retail and leisure floorspace which are to be located outside centres or allocated sites.
- **Policy V7 Infrastructure and cultural and community facilities:** Developments should seek to improve access to social and community infrastructure, and seek to protect and retain existing cultural and community facilities.

Local Context

1.12 In October 2020, OCC's cabinet approved their new joint framework with Cherwell District Council 'Equalities, Diversity, and Inclusion Framework: Including Everyone'ⁱⁱ. OCC state that as within the Equality Act 2010, public bodies, including councils, need to take extra steps to stop discrimination: this is known as the Public Sector Equality Duty. OCC have committed that as part of Public Sector Equality Duty they must consider equality as part of their daily business, in particular:

- The need to eliminate unlawful discrimination, harassment, victimisation and other conduct prohibited by the Equality Act 2010;
- The need to advance equality of opportunity between people who share a protected characteristic and those who do not;
- Foster good relations between people who share protected characteristics and those who do not;
- Set and publish equality objectives at least every four years; and
- Publish information, at least annually, to show how we comply with the Equality Duty including information about employees and to people who are affected by the public body's policies and procedures.

Assessment Methodology

1.13 This EqIA follows the methodology of OCC's EqIA toolkit (Appendix 2), which requires an EqIA to review a scheme for: its action in removing or minimising disadvantages suffered by people due to their protected characteristics; the steps taken to meet the needs of people from protected groups where these differ from the needs of others; the facilitation and encouragement given to people from protected groups to ensure their participation in public

life. The EqIA will make proportionate recommendations, where required, for reasonable adjustments to the development to meet the objective of the Equality Act 2010.

1.14 OCC's toolkit also requires that 'Additional Community Impacts' are also considered alongside the nine characteristics protected under the Equality Act 2010, as follows:

- Rural communities;
- Armed Forces;
- Carers; and
- Areas of Deprivation.

1.15 OCC also require the following 'Additional Wider Impacts' to be considered:

- Other Council Services;
- Providers; and
- Social Value.

1.16 Some of the Protected Characteristic Groups from the Equality Act 2010 and some of the additional requirements of OCC can be scoped out, as they are not of relevance to a highways/public realm scheme.

1.17 The assessment is informed by statistical baseline data, identifying the makeup of the existing community. Existing baseline demographic conditions are based on the 2019 Mid – Year Population Estimates and by the Office for National Statistics (ONS) 2011 Census statistics unless otherwise stated.

1.18 The assessment also draws upon the extensive community consultation undertaken with interested groups and residents and is reported in full in the Summary of Engagement that accompanies the Experimental Traffic Regulation Order. Four engagement workshops were carried out and took place between Tuesday 3rd May and Friday 6th May 2022. To ensure a strong reception from the public the times were varied from 10am-12pm and between 2pm-4pm. Furthermore, the workshops were carried out virtually on Microsoft Teams whereby the design team (comprising OCC officers and representatives from their consultant team (Milestone and Atkins) presented the initial designs of the development including the areas of public realm. Stakeholders unable to attend workshops were provided information via letter, email or in-person.

1.19 The workshops were attended by a variety of stakeholders including the following. Those consulted comprised all businesses and interest groups on, or using Broad Street, Ship Street,

Turl Street and Market Street plus key council officers and members:

- County Division Councillor;
- City Ward Councillors;
- Oxford City Council Officers;
- Fire and Rescue;
- Bodleian Library;
- Oxford Half Marathon;
- Arts Market;
- Civic Society;
- City Officers;
- Objects of Use;
- County Council Comms and Engagement Team;
- Cyclox;
- Oxford Bus Company;
- Various event organisers;
- City of Oxford Licensed Taxi-Cab Association;
- Oxford Preservation Trust;
- Oxfam;
- Sheldonian;
- Inclusive Transport Group member; and
- Various University of Oxford Colleges.

1.20 The Summary of Engagement identifies the following key themes which were raised throughout engagement and were taken into account in the design of the development. Relevant discussions will be reflected in the assessment:

- Safety;
- Inclusivity;
- Multi-functional space;
- Greenery;
- Adaptable; and
- Historical Environment.

2 BASELINE CONDITIONS

2.1 The site is located within the Carfax Ward. To appropriately capture the baseline data relevant to the protected characteristics identified by the Equality Act, for the purposes of assessment, the baseline demographics for a Study Area comprising the ward of Carfax will be compared with those of the wider Oxfordshire County Council As Oxford is a historic and famous city as well as providing everyday services for local residents, it is acknowledged that the baseline characteristics of the Carfax ward will not necessarily be comparable to the characteristics of those who will use the development, which is likely to include tourists from other locations in the UK and abroad. However, this is not considered to be a limitation of the assessment as extensive stakeholder engagement has been undertaken (as set out above) and the design process has been inclusive, taking account of the diverse needs of protected and minority groups, all of whom it has been assumed may use, and/ or be affected by, the development.

Table 2: Gender

	Carfax	OCC
Males	3,691 (58%)	322,971 (49.4%)
Females	2,670 (42%)	330,827 (50.6%)
TOTAL POPULATION	6,361	653,798

Source: NOMIS derived ONS, 2011 Census Table KS101EW

2.2 As shown in Table 2, the site is located within an area which exhibits slight deviations from the OCC in gender mix. The neighbourhood of Carfax has a greater contribution of males compared to females, with 58% compared to 42%. These values differ from the OCC where there are 49.4% males compared to 50.6% females.

Table 3: Age

	Carfax	OCC
Younger Population (0 to 15 years)	187 (3%)	122,240 (19%)
Working Age Population (16 to 64 years)	5,979 (94%)	427,816 (66%)
Older Population (65+)	195 (3%)	103,742 (16%)

Source: NOMIS derived ONS, 2011 Census Table KS102EW

2.3 The site sits within a neighbourhood where there few younger and older people and the population structure is weighed heavily towards those within the working population of between 16-64 (94%), this is higher than the OCC value of 66%. A full breakdown can be seen in Table 3.

Table 4: Marital and civil partnership status

	Carfax	OCC
Single (never married or never registered a same-sex civil partnership)	5,315 (86.1%)	184,286 (34.7%)

Married	562 (9.1%)	259,252 (48.8%)
In a registered same-sex civil partnership	16 (0.3%)	1,393 (0.3%)
Separated (but still legally married or still legally in a same-sex civil partnership)	57 (0.9%)	11,136 (2.1%)
Divorced or formerly in a same-sex civil partnership which is now legally dissolved	168 (2.7%)	43,174 (8.1%)
Widowed or surviving partner from a same-sex civil partnership	56 (0.9%)	32,317 (6.1%)

Source: NOMIS derived ONS, 2011 Census Table KS103EW

- 2.4 In comparison with the OCC, the site has a large single population and are not currently married, in a civil partnership, separated, divorced or widowed. 86.1% of the population of Carfax are classified as single, this is higher than the OCC where 34.7% of the population are single.

Table 5: Ethnicity

	Carfax	OCC
White (English/Welsh/Scottish/Northern Irish/British/ Irish/Other)	4,994 (78.5%)	594,004 (90.9%)
Mixed/Multiple Ethnic Group (White and Black Caribbean/White and Black African/ White and Asian/Other Mixed)	245 (3.9%)	13,233 (2%)
Asian/Asian British (Indian/Pakistani/Bangladeshi/Chinese/Other Asian)	873 (13.7%)	31,657 (4.8%)
Black/African/Caribbean/Black British (African/Caribbean/Other Black)	135 (2.1%)	11,424 (1.7%)
Other Ethnic Group (Arab/Other)	114 (1.8%)	3,480 (0.5%)

Source: NOMIS derived ONS, 2011 Census Table KS201EW

- 2.5 As seen in Table 5, the site sits within a neighbourhood made up of a higher proportion of ethnic minorities when compared to the wider area of OCC. 78.5% of the population within Carfax is made up of those who identify as white (English, Welsh, Scottish, Northern Irish, British, Irish, Other) whereas 90.9% of those who live within OCC identify as white.

Table 6: Country of Birth

	Carfax	OCC
United Kingdom	4,125 (64.8%)	561,303 (85.9%)
Ireland	50 (0.8%)	4,806 (0.7%)
Other EU	679 (10.7%)	30,449 (4.7%)
Other Countries	1,507 (23.7%)	57,240 (8.8%)

Source: NOMIS derived ONS, 2011 Census Table KS204EW

- 2.6 64.8% of the population within Carfax were born within the United Kingdom, lower than the OCC where 85.9% of the population were born within the United Kingdom. Larger proportions of those who live within Carfax were born within countries in the EU and other countries outside the EU, as seen in Table 6.

Table 7: Household Language

	Carfax	OCC
All people aged 16 and over in household have English as a main language	865 (69.4%)	237,757 (91.8%)
At least one but not all people aged 16 and over in household have English as a main language	106 (8.5%)	10,253 (4%)
No people aged 16 and over in household but at least one person aged 3 to 15 has English as a main language	3 (0.2%)	1,535 (0.6%)
No people in household have English as a main language	272 (21.8%)	9,310 (3.6%)

Source: NOMIS derived ONS, 2011 Census Table KS206EW

- 2.7 A greater proportion of the population within Carfax do not speak English as their main language (21.8%) when compared to OCC (3.6%) as seen in Table 7.

Table 8: Economic Activity

	Carfax	OCC
Economically Active – All People	1,773 (29.1%)	350,119 (72.6%)
Economically inactive	4,316 (70.9%)	132,119 (27.4%)
Unemployed: Age 16 to 24	24 (0.4%)	3,591 (0.7%)
Unemployed: Age 50 to 74	19 (0.3%)	2,717 (0.6%)
Unemployed: Never Worked	12 (0.2%)	1,537 (0.3%)
Long-term unemployed	62 (1%)	4,792 (1%)

Source: NOMIS derived ONS, 2011 Census Table KS601EW

- 2.8 As seen in Table 8, 4,316 (70.9%) of the population of Carfax classify as economically inactive, this value is higher than the OCC where 27.4% of the population are economically inactive.

Table 9: Employment by Occupation

	Carfax	OCC
Managers, directors, senior officials	140 (8.7%)	40,035 (12%)
Professional occupations	731 (45.6%)	76,031 (22.7%)
Associate professionals & technical occupations	195 (12.2%)	45,430 (13.6%)
Administrative and secretarial occupations	98 (6.1%)	34,612 (10.3%)
Skilled trades occupations	66 (4.1%)	35,910 (10.7%)
Caring, Leisure & other Service Occupations	89 (5.6%)	27,715 (8.3%)
Sales and customer service Occs	70 (4.4%)	23,022 (6.9%)
Process, plant and machine operatives	24 (1.5%)	19,202 (5.7%)
Elementary occupations	190 (11.9%)	32,462 (9.7%)

Source: NOMIS derived ONS, 2011 Census Table KS608EW

- 2.9 45.6% of the population within Carfax occupy professional occupations, the highest employment sector within Carfax. This percentage is larger than OCC where 22.7% of the population occupy the professional occupation sector.

Table 10: Level of Qualifications Gained

	Carfax	OCC
No qualifications	276 (4.5%)	88,827 (16.7%)
Level 1 Qualifications	168 (2.7%)	63,737 (12%)
Level 2 Qualifications	273 (4.4%)	73,178 (13.8%)
Apprenticeship	27 (0.4%)	18,445 (3.5%)
Level 3 Qualifications	2,830 (45.8%)	70,521 (13.3%)
Level 4 Qualifications	2,269 (36.8%)	190,030 (35.7%)
Other Qualifications	331 (5.4%)	26,820 (5%)
Schoolchildren and full-time students: Age 16 to 17	31 (0.5%)	13,924 (2.6%)
Schoolchildren and full-time students: Age 18 and over	4,411 (71.4%)	40,074 (7.5%)

Source: NOMIS derived ONS, 2011 Census Table KS501EW

- 2.10 People within Carfax are more likely to hold Level 3 and 4 qualifications than people who live within OCC. 45.8% of Carfax hold Level 3 qualifications, higher than 13.3% of those within OCC. Additionally, people are more likely to hold Level 4 qualifications (36.8%) than OCC (35.7%).

Table 11: General Health

	Carfax	OCC
Very good health	4,060 (63.8%)	342,600 (52.4%)
Good health	1,764 (27.7%)	218,698 (33.4%)
Fair health	391 (6.1%)	69,321 (10.6%)
Bad health	119 (1.9%)	18,072 (2.8%)
Very bad health	27 (0.4%)	5,107 (0.8%)

Source: NOMIS derived ONS, 2011 Census Table KS301EW

- 2.11 As seen in Table 11, a higher proportion of people within Carfax classify themselves as having 'Very Good Health' (63.8%) compared to OCC (52.4%).

Table 12: Tenure

	Carfax	OCC
Owned	194 (15.6%)	169,528 (65.5%)
Shared Ownership (part owned and part rented)	25 (2%)	2,923 (1.1%)
Social rented	309 (24.8%)	36,833 (14.2%)
Private rented	669 (53.7%)	45,207 (17.5%)
Living rent free	49 (3.9%)	4,364 (1.7%)

Source: NOMIS derived ONS, 2011 Census Table KS402EW

- 2.12 A lower proportion of residents within Carfax own their own home (15.6%) when compared to OCC (65.5%). The largest proportion of homes are privately owned within Carfax (53.7%).

Table 13: Religion

	Carfax	OCC
Christian	2,317 (36.4%)	393,906 (60.2%)
Buddhist	91 (1.4%)	3,257 (0.5%)
Hindu	98 (1.5%)	3,878 (0.6%)

	Carfax	OCC
Jewish	119 (1.9%)	1,893 (0.3%)
Muslim	231 (3.6%)	15,734 (2.4%)
Sikh	23 (0.4%)	1,192 (0.2%)
Other religion	37 (0.6%)	2,716 (0.4%)
No religion	2,824 (44.4%)	182,344 (27.9%)
Religion not stated	621 (9.8%)	48,878 (7.5)

Source: NOMIS derived ONS, 2011 Census Table KS209EW

- 2.13 As seen in Table 13, the area of Carfax comprises a larger proportion of people who identify as atheists / no religion (44.4%) than OCC (27.9%). Additionally, there are fewer people who follow Christianity within Carfax (36.4%) than OCC (60.2%)

Table 14: Income (2021)

	Carfax	OCC
Gross Weekly Pay (Mean)		
Full-Time Workers	Unavailable	£745.7
Male Full-Time Workers	Unavailable	£791.9
Female Full-Time Workers	Unavailable	£607.2
Hourly Pay – Excluding Overtime (Mean)		
Full-Time Working	Unavailable	£19.30
Male Full-Time Workers	Unavailable	£20.12
Female Full-Time	Unavailable	£17.90

Source: NOMIS derived ONS, annual survey of hours and earnings – workplace analysis

- 2.14 Table 14 shows that OCC exhibits pay inequalities between males and females. Males tend to earn more than females within the area, £20.12 for males and £17.90 per hour on average. No data is currently available specifically within Carfax.

Table 15: Benefit Claimants (July 2022)

	Carfax	OCC
All People	120	9,315
Males	90 (75%)	5,265 (56.5%)
Females	30 (25%)	4,050 (43.4%)

Source: NOMIS derived ONS, Claimant count by sex and age

- 2.15 As of July 2022, more males are receiving benefit payments than females, 75% to 25% respectively.

Deprivation levels

- 2.16 The baseline conditions of health are also identified for the local area using the Indices of Multiple Deprivation (IMD) at small areas (or neighbourhoods) which are also known as lower super output areas (LSOAs) which on average contain around 1,500 people. There are 32,844 of these neighbourhoods across England. The site is located within LSOA Oxford 008A. The EID are compared against OCC's and England's average.

2.17 LSOA Oxford 008A is ranked 21,643 out of 32,844 LSOAs in England respectively, on the 2019 IMD; where 1 is the most deprived LSOA. Table 16 below details how the LSOA is ranked, both overall and by each deprivation domain, against all the boroughs within England.

Table 16: IMD deprivation ranking for Trafford 001A (where the site is located)

Domain of Deprivation (Rank out of 32,844 where 1 is the most deprived)	Oxford 008A
Overall IMD Rank	21,643
IMD % Decile	40% least deprived
Income Rank	32,825
Income % Decile	10% least deprived
Employment Rank	32,800
Employment % Decile	10% least deprived
Education, Skills and Training Rank	30,428
Education % Decile	10% least deprived
Health, Deprivation and Disability Rank	28,576
Health % Decile	20% least deprived
Crime Rank	11,992
Crime % Decile	40% most deprived
Barriers to Housing and Services Rank	9,326
Housing % Decile	30% most deprived
Living Environment Rank	792
Environment % Decile	10% most deprived

3 ASSESSMENT

3.1 This EqIA follows OCC's methodology for undertaking EqIAs.

3.2 The process for an EqIA is as follows:

- **Section 1 Summary Details:** Overview of the requirement for the assessment;
- **Section 2 Detail of Proposal:** Description of what is to be assessed and its relevance to equality;
- **Section 3 Impact Assessment:** Assessment of the proposed development to identify the positive and adverse impacts to different protected characteristic groups: and
- **Section 4: Review:** Agreement of the timescale for review.

Section 1: Summary details

Directorate and Service Area	Broad Street, Oxford City Centre
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	The proposed redevelopment of land at Broad Street, Oxford, to provide temporary pedestrianised public-realm, for eighteen months, under an Experimental Traffic Regulation Order.
Is this a new or existing function or policy?	Not a policy or function. See description of scheme being assessed above.
<p>Summary of assessment</p> <p>Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).</p>	<p>The development will provide a high-quality pedestrianised space, provide opportunities for socialisation, relaxation and enjoyment within the city centre and will contribute towards enhancing the local living environment. Whilst it proposes the removal of existing parking spaces within the site, the development will retain bus services, motorcycle parking (relocated), cycle parking and disabled parking in order to ensure the site remains accessible by a variety of users – it will also be more easily accessible to pedestrians, and ensure accessibility for those with disabilities or those travelling with dependents requiring wheelchairs and/ or pushchairs.</p> <p>As identified, the development could benefit from the following mitigation measures:</p> <ul style="list-style-type: none"> • Ongoing monitoring of site use to inform any adjustments required to landscaping and lighting to ensure perceived and actual safety of those using the site, particularly at night; • Ongoing monitoring to advise any future adjustments to parking provision, such as parent/carer and child parking; • Wayfinding signs could be provided in different languages, or pictorially; and • Should further consultation be undertaken regarding this development, these materials should be provided in different languages, including those most spoken in the local area.

	Following completion of the assessment, the development is not considered to disproportionately affect any protected characteristic or minority groups.
Completed By	Barton Willmore, now Stantec.
Authorised By	Position of council member signing it off
Date of Assessment	September 2022

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>OCC seeks to redevelop the existing site under an Experimental Traffic Regulation Order to create an easily accessible, pedestrian-friendly outdoor space. The scheme is will last up to 18 months under an Experimental Traffic Regulation Order and due to commence construction from early September under an Experimental Traffic Regulation Order. Construction is planned to take three weeks, to be operational in late September 2022.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The development is proposed as an outdoor public venue, designed to encourage socialisation, enjoyment of events and as a pleasant area for relaxation. The development follows on from positive feedback to the Broad Meadow scheme: the part-pedestrianisation of Broad Street in 2021 to provide an outdoor space with seating and landscaping. Approximately 90% of people responding to a consultation on Broad Meadow said they would like to see similar happen again. The Council intends to encourage active and sustainable transport, and for the city to be one in which everyone can walk and cycle safely.</p> <p>The proposed amendments are as follows:</p> <ul style="list-style-type: none"> • Removal of existing pay and display parking; • Retention of eight disabled bays (four located on Broad Street, four relocated on Parks Road); • Introduction of two flexible-use public realm areas with provision of seating and planters; • The existing bus provision will be maintained, where the existing stops will be temporarily bagged, and a new (outbound) bus stop will sit alongside the western public realm space. A second drop off only bus stop (inbound) will be provided on Parks Road; • The existing motorcycle bay on Broad Street will be relocated to St Giles; • The existing loading bays will be retained, and an additional 24/7 loading bay will be introduced at the turning circle; • Access to properties will be maintained; • Introduction of five new informal crossing points to provide safe crossing;

	<ul style="list-style-type: none"> • Additional temporary dropped kerbs will be installed; and • Existing street licenses will be retained, such as for café seating. <p>Access to the site will be granted exclusively from the Parks Road and Broad Street junction (eastern). As such, existing access from the west along Broad Street (western) and Magdalen Street will be prevented during the operation phase of the development.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p><u>Consultation</u></p> <p>Outcomes of the consultation activities undertaken are summarised below. Those consulted comprised all businesses and community organisations on, or regularly using, Broad Street, Ship Street, Turl Street and Market Street plus Council officers and members. Consultation was undertaken via several engagement workshops in which attendees were presented with initial conceptual designs of the development, with a view to engaging stakeholders on the use and potential layout of the site. Where stakeholders were unable to attend they were provided information via email, letter or in person. As demonstrated, the public consultation undertaken has employed a variety of advertisement methods to encourage and enable engagement by different people; for example, those who may not be literate in computer use could view and respond via post or telephone, and those who may not feel comfortable engaging with others in person (particularly post-COVID) may access materials virtually.</p> <p>As highlighted in Section 2 Baseline Conditions of this report, 21.8% of households have no residents where English is their main language; therefore, the consultation process would have benefitted from the provision of materials in different languages to minimise the potential for individuals to be left out of engagement and their chance to inform the proposals.</p> <p>The following key themes were identified as priorities in response to the commentary raised during the consultation period:</p> <p>Safety</p> <ul style="list-style-type: none"> • Responses raised highlighted the importance of maintaining access to properties, colleges and businesses, therefore the Council proposes to retain access to these and ensure provision of loading bays and dropoff/pickup points;

	<ul style="list-style-type: none"> • Responses raised the importance of the incorporation of appropriate Hostile Vehicle Mitigation measures to the design, for which the Council proposes to install bollards, planters and other street furniture; and • Highways measures such as the lack of requirement for cycle marking or street lines, and the appropriate design of the give-way facility on the southern extent of the development were agreed with OCC. <p>Inclusivity</p> <ul style="list-style-type: none"> • Responses requested the inclusion of additional bays; although not possible, the Council will monitor the usage of the eight proposed bays throughout the experimental period. The existing blue badge holder bays will be retained; • Responses requested more dropped kerbs and permanent facilities. Whilst it is a temporary scheme, the Council intends for the facilities to be bolted to the ground and advises that dropped kerbs will be provided at regular intervals within the public realm spaces; • Responses raised concern regarding the potential for wheelchair users to manoeuvre around street furniture. The Council confirms that street furniture will be placed with adequate spacing to facilitate accessibility, and that the choices of street furniture will consider provision for wheelchair users including appropriate height, comfort and arm and back rests; and • Responses requested larger cycle parking stands to provide for cargo bikes, larger bikes and adapted bikes. The Council has confirmed these will be included within the design. <p>Multi-functional space</p> <ul style="list-style-type: none"> • Responses requested additional cycle parking as part of the development. In response, the Council has increased cycle provision by 30%; • Responses requested that the existing trading licenses be retained, which the Council has confirmed; and • Responses recommended that the space be used for outdoor seating and that noise must be kept to a minimum. The Council has confirmed that there will be no noisy events. <p>Greenery</p> <ul style="list-style-type: none"> • Responses highlighted the preference for an increase in greenery and planting. The Council will incorporate landscaping and additional planting into the design where appropriate in order to maximise greenery; and • Responses raised the need for a maintenance strategy, to which the Council has confirmed a plan of maintenance will be outlined to ensure the development looks good throughout the trial period.
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	<p>Adaptable space</p> <ul style="list-style-type: none">• Responses highlighted the desire for the site to be a space in which events could be held. The Council confirmed that the development will provide two defined spaces in which events could be held;• Responses requested that Broad Street be maintained as a bus diversion route where required, to which the Council agreed that the development will remain flexible; and• Responses highlighted stakeholders want to have a space to relax, eat and socialise, therefore the development must provide space and amenities for these activities. The Council confirmed that the development would provide high-quality amenities for these purposes. <p>Historical Environment</p> <ul style="list-style-type: none">• Responses stressed that the development must complement the historic nature of the street and ensure visibility of buildings and sense of place is retained, and that natural materials are used where possible. The Council confirmed that the development would not encroach upon the historic environment of Broad Street. <p><u>Climate Commitments</u></p> <p>Enhancing the public realm including providing quality space for pedestrians, cyclists and public transport patrons should facilitate people making more sustainable transport choices, reducing carbon emissions. This supports moving to a decarbonised economy. Including landscaping and planting can assist with climate adaptation/resilience by providing natural shading and cooling in hot periods. Landscaping also assists with slowing down and attenuating surface water and climate projections show that the changing climate will continue to lead to more extreme rainfall events.</p>
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<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The proposal is not a policy or service change. No distinct alternatives were considered but the design of the public realm/ highways alterations has evolved in response to extensive stakeholder engagement discussed above.</p> <p>“Do nothing” is an option but the Council is proposing the work in order to encourage the uptake of active and sustainable travel, and provide a space in which visitors can enjoy opportunities for socialisation, relaxation and recreation.</p>
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Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>It is known that younger and older generations disproportionality use walking, cycling and public transport as modes of transport. As such, there is potential for these groups to be adversely affected by the development to a greater extent than the 16-64 age group.</p> <p>With reference to Table 3, Carfax (the ward in which the development is held within) experiences far greater numbers of people aged within the 16-64 age bracket than the wider area of OCC, 94% and 66% respectively. The high numbers of students within the University of Oxford within the area can explain the high value. Notwithstanding this point, it is expected that the development will be used to a great extent by those travelling into from the wider areas of Oxford and further afield for tourism, shopping and leisure.</p> <p>Owing to the nature of the development; a temporary pedestrianised public realm space, the accessibility of the site will be reduced by private vehicle. As noted from the site context section, the site currently has 25 car parking spaces within the central and eastern parts of the site, with additional parking in the northern regions of the site. There is potential for older people and younger people to be affected to a greater extent than those aged in the 15-64 age bracket who have greater levels of mobility. Additionally, the pedestrianisation of Broad Street may give rise to increased walking distances to access the existing amenities on the site including cafes and restaurants.</p> <p>The scheme involves two areas of public realm which provide seating and planters which can be used by the public. These areas will provide those with mobility issues, specifically the elderly and young, with areas for rest, thereby limiting the impact on these groups.</p> <p>The area of pedestrianisation will reduce the traffic that is experienced on the site. Which will in turn reduce the potential traffic injuries that may be experienced by groups who are more likely to be impacted on by road traffic accidents.</p> <p>The existing bus service will be temporarily bagged, however, a new outbound bus service will sit alongside the western public realm space. This aspect of the development will help prevent adverse issues to older and younger people who rely upon public transport to gain access to areas rather than being able to use active travel modes.</p> <p>The provision of formal and incidental play space for younger visitors to the development is not currently proposed, therefore encouragement for their participation is lacking.</p>	<p>To encourage uptake by younger individuals, the provision of formal and/or incidental play space would be recommended, particularly during the warmer months.</p> <p>No other mitigation is required as the development is not expected to adversely affect any age group disproportionately.</p>	OCC	N/A
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Under the Equality Act 2010, a person is considered to have a disability if they have a physical or mental impairment, and if the impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities.</p> <p>The Council has ensured that the design of the development is inclusive of those with disabilities. They propose to retain the existing disabled parking provision, and the existing bus services (ST1 and Sight Seeing) will remain using Broad Street – this will ensure direct vehicular access to the site is retained and that those with mobility impairments can access the site without resorting to alternatives.</p>	<p>No mitigation is required as the development is not expected to adversely affect any this protected group disproportionately.</p>	OCC	N/A

				<p>In designing the layout of the site, wheelchair access and movement has been considered. Street furniture (such as bollards, modular benches and landscaping) will be spaced at such a distance to enable wheelchair movements, and additional dropped kerbs will be installed throughout the site.</p> <p>For those with visual impairments, informal crossings will be provided with tactile paving slabs and dropped kerbs.</p> <p>The development will provide a high-quality public open space to also aid in enhancing mental wellbeing, through the creation of opportunities for socialisation and relaxation within a busy city centre.</p>			
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Under the Equality Act, a person has the protected characteristic of gender reassignment if the person is proposing to undergo, is undergoing or has undergone a process (or part of a process) for the purpose of reassigning the person's sex by changing physiological or other attributes of sex.</p> <p>Some people who are going through or have undergone a gender reassignment process may be more vulnerable to verbal or physical abuse based on their physical appearance, attire, or if they are with a partner. They may therefore disproportionately have concerns over personal safety and security within public areas, particularly at night.</p> <p>The development will ensure that the risk of Anti-Social behaviour towards others is minimised through the use of landscaping to foster a sense of place and a feeling of safety, and ensure that landscaping does not create any hidden/ secluded areas or shadows. It is proposed that lighting will remain as is, and the space will be monitored throughout the trial period to observe how the space is used during the day and night. Should it be required, appropriate interventions would be implemented, such as uplighting. The Council is also engaged with the Safer Streets team at OCC who will advise on any necessary adjustments to the development.</p>	<p>No mitigation is recommended as the development is not expected to adversely affect any age group disproportionately.</p> <p>The Council will undertake monitoring throughout the lifetime of the development to inform further adjustments to the development should they be required.</p>	OCC	Throughout the lifetime of the development.
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	It is unlikely that any individual is unlikely to be disproportionately affected by the development due to their marital status, therefore this is scoped out of the assessment.			
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Pregnancy and maternity consider pregnant people and those with young children.</p> <p>Those falling under this Protected Characteristic Group are likely to be less able to switch modes of travel to walk or cycle and, where they perhaps relied on the use of private vehicles and parking on Broad Street or the bus stops available directly on Broad Street; they may be disproportionately affected by development due to the removal of parking and relocation of bus stops.</p> <p>In order to ensure the development is accessible to those with impaired mobility, mitigation such as dropped kerbs and formal crossing points will be provided; this will ensure</p>	<p>The development should consider the needs and travel patterns of pregnant people and those with young children in order to avoid additional burdens, given the high car-dependency of parts of this group. Monitoring of the development is recommended throughout the trial period to determine if adjustments are required, such as the provision</p>	OCC	Throughout the lifetime of the development.

			accessibility will be protected for this group, such as for those using prams and for small children.	of parent/carer and child parking.		
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Under the Equality Act 2010, the protected characteristic of race considers the skin colour, nationality, origin and ethnicity of a person.</p> <p>As highlighted in Section 2 Baseline Conditions, the site sits within a neighbourhood made up of a higher proportion of ethnic minorities when compared to the wider area of OCC. The population of Carfax primarily comprises white ethnic groups (78.5%) and Asian/ Asian British ethnicity (13.7%). The remainder of the population comprise those of Mixed ethnicity, Black/ African. Caribbean and 'Other' ethnicities including Arab.</p> <p>In England, white people tend to travel more by car and less by walking than other ethnicity groups, whilst minority ethnic groups tend to travel more by bus, rail and walking. Cycling is the least popular mode of transport among all groupsⁱⁱⁱ. As the development will only remove parking, and retain other transport modes, minority ethnic groups will not be disproportionately affected.</p> <p>Those of non-white ethnicity may be more vulnerable to verbal or physical abuse based on their physical appearance or use of different languages. They may therefore disproportionately have concerns over personal safety and security within public areas, particularly at night.</p> <p>The development will ensure that the risk of Anti-Social behaviour towards others is minimised through the use of landscaping to foster a sense of place and a feeling of safety, and ensure that landscaping does not create any hidden/ secluded areas or shadows. It is proposed that lighting will remain as is, and the space will be monitored throughout the trial period to observe how the space is used during the day and night. Should it be required, appropriate interventions would be implemented, such as uplighting. The Council is also engaged with the Safer Streets team at OCC who will advise on any necessary adjustments to the development.</p> <p>As highlighted in Section 2 Baseline Conditions of this report, 21.8% of households have no residents where English is their main language; therefore, the consultation process would have benefitted from the provision of materials in different languages to minimise the potential for individuals to be left out of engagement and their chance to inform the proposals.</p> <p>As the development is within a popular and famous city, it is also likely that many of the visitors to the local area would be tourists. It is unclear as to whether any wayfinding or signage will be provided as part of the development, and whether this will be provided in different languages and/ or pictorially to aid in understanding.</p>	<p>Should further consultation be undertaken regarding this development, these materials should be provided in different languages, including those most spoken in the local area.</p> <p>Wayfinding signs could also be displayed in different languages, or pictorially.</p>	OCC	Throughout the lifetime of the development.

Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Under the Equality Act 2010, the protected characteristic of sex refers to whether the person is a woman or a man.</p> <p>As highlighted in Section 2 Baseline Conditions, women account for 42% of the population of Carfax and approximately half of the population of OCC. In England, women are more likely to walk, make more journeys by public transport, and are more likely to travel with children or people they are caring for^{iv}; the removal of parking provision is therefore more likely to disproportionately effect women than men using the development, particularly those travelling with dependents.</p> <p>Women are also more likely to report concerns for security and feeling unsafe as the primary barriers to walking and cycling, particularly when travelling after dark. The development will ensure that the risk of Anti-Social behaviour towards others is minimised through the use of landscaping to foster a sense of place and a feeling of safety, and ensure that landscaping does not create any hidden/ secluded areas or shadows. It is proposed that lighting will remain as is, and the space will be monitored throughout the trial period to observe how the space is used during the day and night. Should it be required, appropriate interventions would be implemented, such as uplighting. The Council is also engaged with the Safer Streets team at OCC who will advise on any necessary adjustments to the development.</p>	Monitoring of the development is recommended throughout the trial period to determine if adjustments are required, such as the provision of parent/carer and child parking.	OCC	Throughout the lifetime of the development.
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Under the Equality Act 2010, reference to a person's sexual orientation considers where an individual is attracted to persons of the same sex, persons of the opposite sex, or persons of either sex.</p> <p>No data is available regarding the sexual orientation of individuals within the study area.</p> <p>Some people within the LGBTQ+ community may be more vulnerable to verbal or physical abuse based on their physical appearance, attire, or if they are with a partner. They may therefore disproportionately have concerns over personal safety and security within public areas, particularly at night.</p> <p>The development will ensure that the risk of Anti-Social behaviour towards others is minimised through the use of landscaping to foster a sense of place and a feeling of safety, and ensure that landscaping does not create any hidden/ secluded areas or shadows. It is proposed that lighting will remain as is, and the space will be monitored throughout the trial period to observe how the space is used during the day and night. Should it be required, appropriate interventions would be implemented, such as uplighting. The Council is also engaged with the Safer Streets team at OCC who will advise on any necessary adjustments to the development.</p>	<p>No mitigation is recommended as the development is not expected to adversely affect any age group disproportionately.</p> <p>The Council will undertake monitoring throughout the lifetime of the development to inform further adjustments to the development should they be required.</p>	OCC	Throughout the lifetime of the development.
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Under the Equality Act 2010, religion means any religion, and a reference to religion includes a reference to a lack of religion. Belief means any religious or philosophical belief and a reference to belief includes a reference to a lack of belief.</p> <p>As highlighted in Section 2 Baseline Conditions, the majority of the population in Carfax do not follow a religion (44.4%) or are Christian (36.4%). 9.8% did not state if they followed a religion and the remaining are evenly split as Muslim, Jewish, Buddhist, Hindu, Sikh and Other.</p>	The Council will undertake monitoring throughout the lifetime of the development to inform further adjustments to the development should they be required.	OCC	Throughout the lifetime of the development.

			<p>Whilst it is not possible to ascertain an individual’s religion by sight, they may wear attire or symbols relating to their religion that may make them more vulnerable to verbal or physical abuse based on their physical appearance, attire, or if they are with a partner. They may therefore disproportionately have concerns over personal safety and security within public areas, particularly at night.</p> <p>The development will ensure that the risk of Anti-Social behaviour towards others is minimised through the use of landscaping to foster a sense of place and a feeling of safety, and ensure that landscaping does not create any hidden/ secluded areas or shadows. It is proposed that lighting will remain as is, and the space will be monitored throughout the trial period to observe how the space is used during the day and night. Should it be required, appropriate interventions would be implemented, such as uplighting. The Council is also engaged with the Safer Streets team at OCC who will advise on any necessary adjustments to the development.</p> <p>There are also several places of worship within vicinity of the development. Although the removal of parking spaces may impact an individual’s ability to continue accessing these facilities as usual, the retention the bus services, motorcycle bays (relocated), cycle bays and disabled parking bays will ensure access can continue with minimal disruption.</p>			
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Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Rural communities may be particularly reliant on car use to access the city centre. Although the removal of parking spaces may impact an individual's ability to continue accessing these facilities as usual, the retention the bus services, motorcycle bays (relocated), cycle bays and disabled parking bays will ensure access can continue with minimal disruption.	No mitigation is recommended as the development is not expected to adversely affect those in rural communities disproportionately.	N/A	N/A
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Due to security concerns, it is assumed that armed forces personnel would not use the facilities of the development whilst in uniform, to mitigate the risk of harm. Therefore, it is assumed that armed forces personnel would be	No mitigation is recommended as the development is not expected to adversely affect those in the armed forces disproportionately.	N/A	N/A

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				indistinguishable from any other individual based on their occupation, and would not be disproportionately impacted by the development.			
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Carers may be disproportionately affected by similar difficulties facing those with physical disabilities and those traveling with infants, whereby the layout of the development is fundamental to facilitating access for those using wheelchairs, buggies and pushchairs.</p> <p>In designing the layout of the site, wheelchair access and movement has been considered. Street furniture (such as bollards, modular benches and landscaping) will be spaced at such a distance to enable</p>	No mitigation is recommended as the development is not expected to adversely affect those in the armed forces disproportionately.	N/A	N/A

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				wheelchair movements, and additional dropped kerbs will be installed throughout the site.			
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>As demonstrated in Section 2 Baseline Conditions, the site sits within an area considered among the 40% least deprived nationally. The area is considered among the 10-20% least deprived for income, employment, education and health, and is among the most deprived for crime (40% most deprived), barriers to housing (30%) and living environment (10%).</p> <p>As discussed above, the development intends to utilise landscaping proposals to minimise opportunities for crime.</p>	No mitigation is recommended as the development is not expected to adversely affect those in the armed forces disproportionately.	N/A	N/A

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				<p>With regard to living environment, the development will transform an existing road into a high-quality pedestrian area for socialising and enjoyment, therefore aiding in enhancing the local living environment.</p> <p>The development will not provide housing, therefore is not relevant in addressing barriers to housing.</p>			

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The development is not a council service or policy so this impact is scoped out of this assessment.			
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The development is not a council service or policy so this impact is scoped out of this assessment.			
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The development is not a council service or policy so this impact is scoped out of this assessment.			
Social Value ²	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>For the purpose of this assessment, social value is considered to be the wider effects of a scheme to the local community, businesses and individuals and is assessed through its effects to social, economic and environmental wellbeing.</p> <p>Social value benefits (such as the provision of opportunities for socialisation, enhanced opportunities for local business growth, and an improved</p>	As above	OCC	As above

² If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
				living environment) are considered inherent to the benefits highlighted previously in this assessment, therefore are not considered further.			

Section 4: Review

Review Date	March 2023
Person Responsible for Review	Oxfordshire County Council – Broad Street Project Team
Authorised By	Project Manager

REFERENCES

- i Oxford City Council (2020) Oxford Local Plan 2036 <
https://www.oxford.gov.uk/info/20067/planning_policy/1311/oxford_local_plan_2016-2036>
- ii Oxfordshire County Council (2020) Equality, diversity and inclusion <
<https://www.oxfordshire.gov.uk/council/about-your-council/plans-performance-and-policies/equality-diversity-inclusion>>
- iii GOV.UK (2020) Travel by distance, trips, type of transport and purpose < <https://www.ethnicity-facts-figures.service.gov.uk/culture-and-community/transport/travel-by-distance-trips-type-of-transport-and-purpose/latest>>
- iv Sustrans (2018) Are we nearly there yet? <<https://www.sustrans.org.uk/media/2879/2879.pdf>>

**APPENDIX 1:
PROPOSED LAYOUT PLANS**

100
0 10
Millimetres



DO NOT SCALE

- KEY**
- Modular Planters
 - Modular Benches
 - Proposed Bin
 - Retained Existing Planters
 - Proposed Cycle Stand
 - Proposed tree

GENERAL NOTES:
 1. For planting specifications refer to Sitewide Planting Plan drawing (5214104-ATK-LS-BSO-DR-D-1002) and Typical Planter Planting Plan drawing (5214104-ATK-LS-BSO-DR-D-1003).
 2. For planter details refer to Planter Details drawing (5214104-ATK-LS-BSO-DR-D-1004).
 3. For highways layout refer to contractor's drawing (5101204-MIL-HGN-BRD-DR-CH-0001).

Rev.	Date	Description	By	Chk'd	App'd
P1	8/22	FIRST ISSUE		AS	DF

Drawing Status: **FOR INFORMATION**

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Client: **MILESTONE INFRASTRUCTURE**

Project Title: **BROAD STREET OXFORD TEMPORARY PUBLIC REALM SCHEME**

Drawing Title: **LANDSCAPE PROPOSALS GENERAL ARRANGEMENT PLAN**

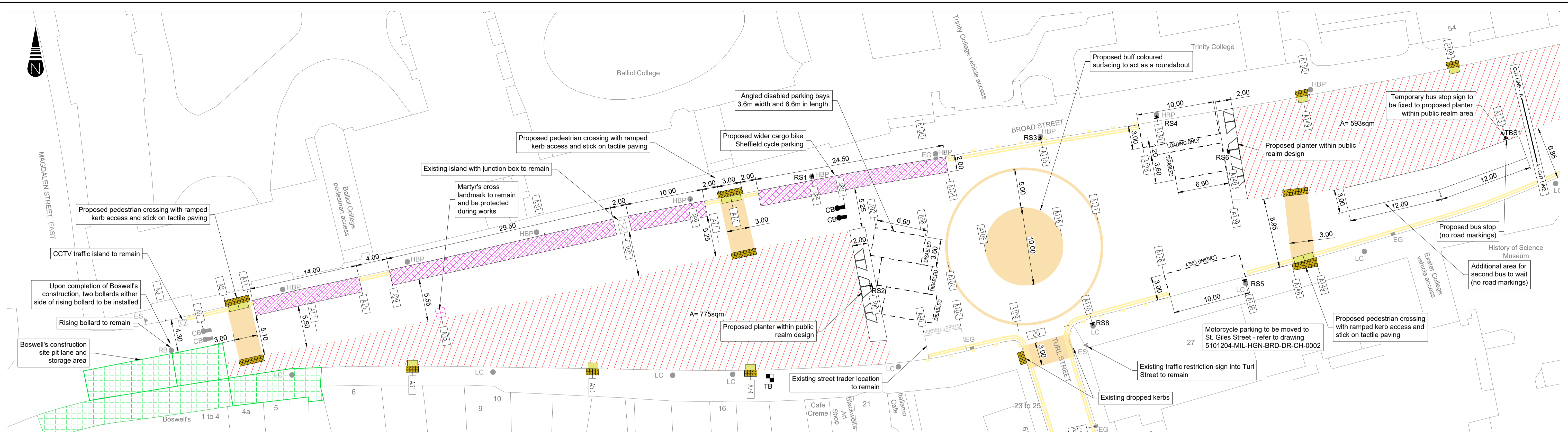
Scale: 1:250 @ A1

Original Size	Date	Designed	Drawn	Checked	Authorised
A1	02/08/22	AS	AS	DF	DF

Drawing Number: **5214104-ATK-LS-BSO-DR-D-1001**

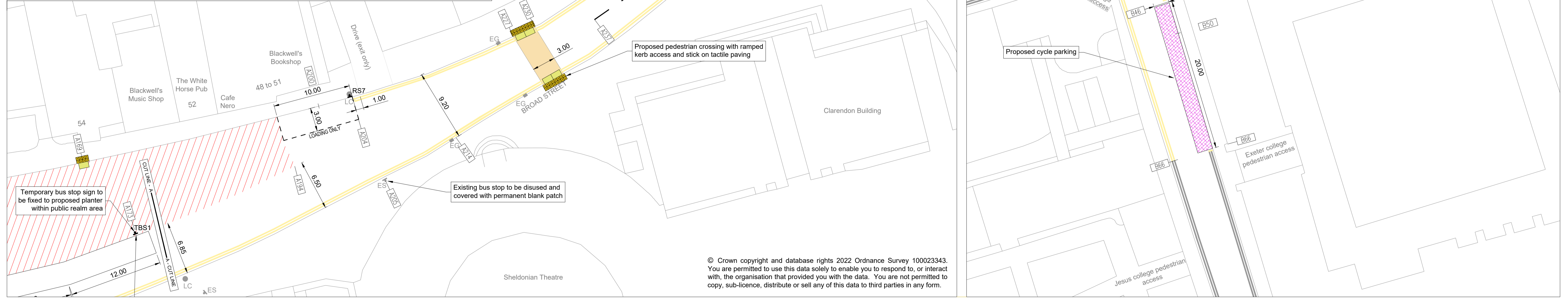
Revision: **P1**

Atkins Project Number:



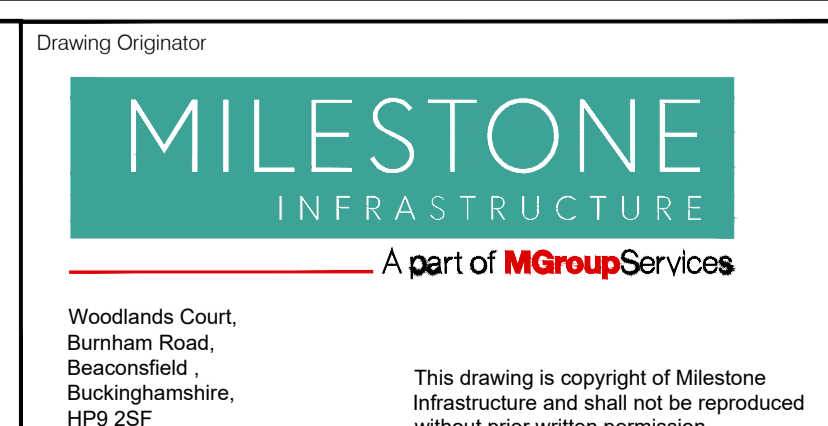
Key:

EG ■	Existing gully	Proposed public realm area. For details, refer to Atkins drawings
LC ●	Existing lighting column	Boswell's construction site pit lane and storage area (planned completion 2023)
RB ●	Existing rising bollard	Proposed buff coloured high friction surfacing to MCHW clause 924
CB ●	Existing coffin bollard	Proposed cycle parking area, Broxap Sheffield Cycle Stands (or similar), [715mmW x 800mmH x 48.3mmD, recommended spacing 800mm]
HBP ●	Existing hanging basket post	Ch. A0 is located adjacent to the rising bollard at the west end of Broad Street.
ES 4	Existing sign	Ch. B0 is located in the centre of Turl St.
RS1 4	Proposed traffic sign and reference number	
TBS1 4	Proposed temporary traffic sign and reference number	
CB ■	Proposed coffin bollard, Kent Coffin Bollard KCB-101/3 (or similar), [1073mmL x 225mmW x 1074mmH]	
■	Proposed temporary ramped kerb access, Oxford Plastics SafeKerb Wheelchair Ramp (or similar), [1265mmL x 750mmW x 110mmH]	
■	Proposed blister stick on tactile paving, Evergrip Buff Blister Platform Off Street (or similar), [400mmL x 400mmW x 4mmH]	
—	Proposed double yellow lines in No. 353 Deep Cream yellow colour, TSRGD Diag No. 1018.1	
TB ■	Existing telephone box to be repainted in "currant red" (British Standard, BS381C-Red539) to match existing	



- Notes:**
- Do not scale from this drawing.
 - Site verify all dimensions prior to construction.
 - Report all discrepancies to the Drawing Originator immediately.
 - This drawing is to be read in conjunction with all relevant documents and drawings.
 - All measurements are in metres, unless stated otherwise.
 - Setting out to be agreed on site in the presence of an Oxfordshire County Council representative.
 - For details of statutory undertakers apparatus refer to C2 returns and drawing 5101204-MIL-VUT-BRD-DR-CH-2601.
 - For details of proposed road markings and traffic signs refer to drawings 5101204-MIL-HMK-BRD-DR-CH-1201 & 5101204-MIL-HSN-BRD-DR-CH-1202.
 - Temporary bus stop sign to be provided by relevant bus company.
 - All works to be completed in accordance with Oxfordshire County Council's standard details.

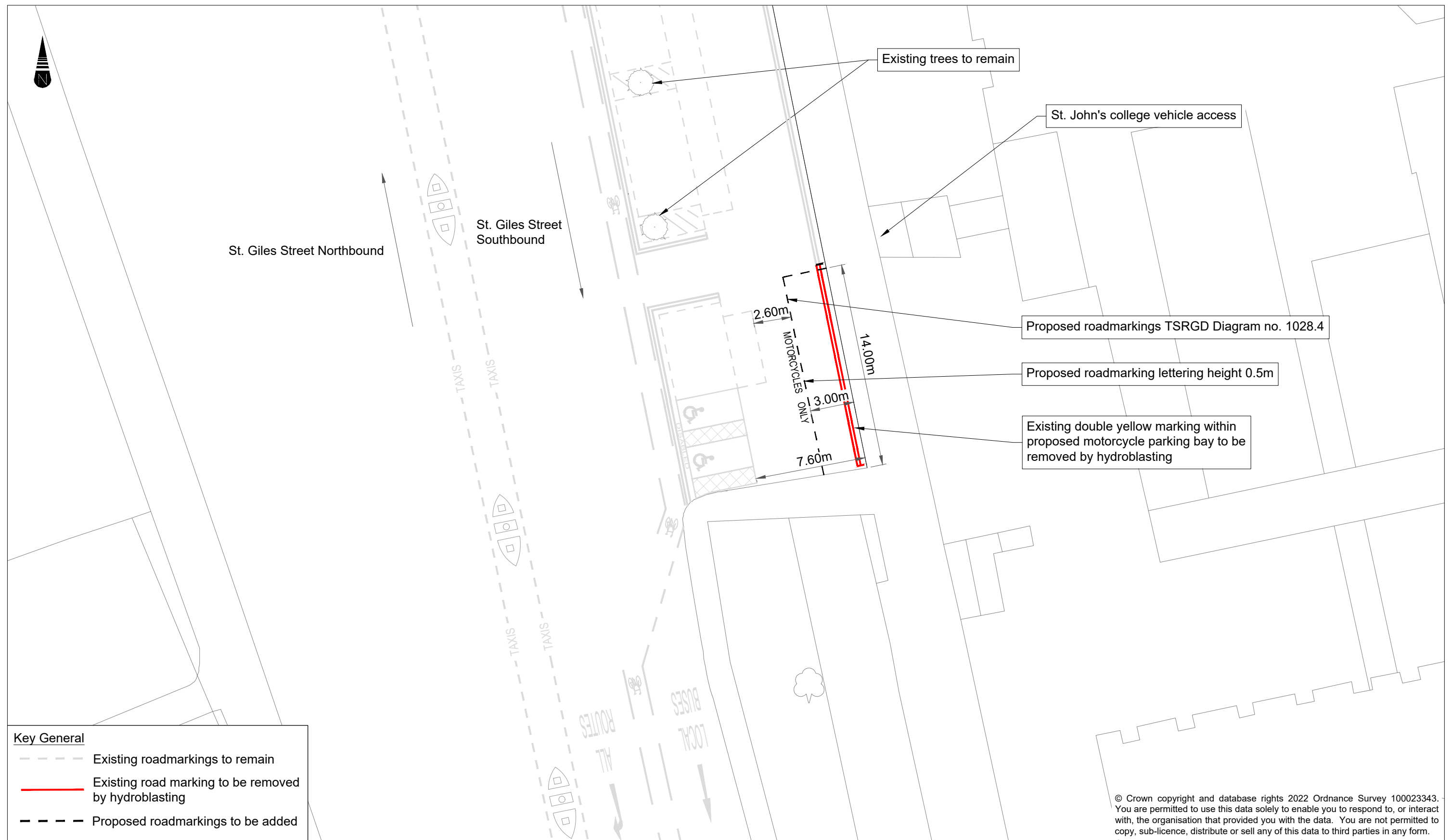
Rev	Date	Description	Dm	Chkd	App
P02	28.07.22	Detailed Design Issue	SO	DMB	SPW
P01	20.06.22	First Issue	SO	DMB	SPW
Revisions					



Drawing Status: Detailed Design

Title: Broad Street Proposed Highway Layout

Project Name		Broad Street Public Space Improvement Scheme 2022	
Sheet Size	Scale	Drawn by	Checked by
A1	1:250	SO	DMB
		Drawn Date	Checked Date
		20.06.22	20.06.22
		Approved by	Approved Date
		SPW	20.06.22
Drawing Number		Status	Rev
5101204-MIL-HGN-BRD-DR-CH-0001		S02	P02



Key General

- Existing roadmarkings to remain
- Existing road marking to be removed by hydroblasting
- Proposed roadmarkings to be added

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Rev	Date	Description	Drn	Chkd	App
P02	01.08.22	Detailed Design Issue	SO	DMB	SPW
P01	20.06.22	First Issue	SO	DMB	SPW

Revisions

Client

OXFORDSHIRE COUNTY COUNCIL

Drawing Originator

MILESTONE INFRASTRUCTURE
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Woodlands Court,
Burnham Road,
Beaconsfield,
Buckinghamshire,
HP9 2SF

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Drawing Status

Detailed Design

Title

**St Giles Street
Relocation of Motorcycle Bay**

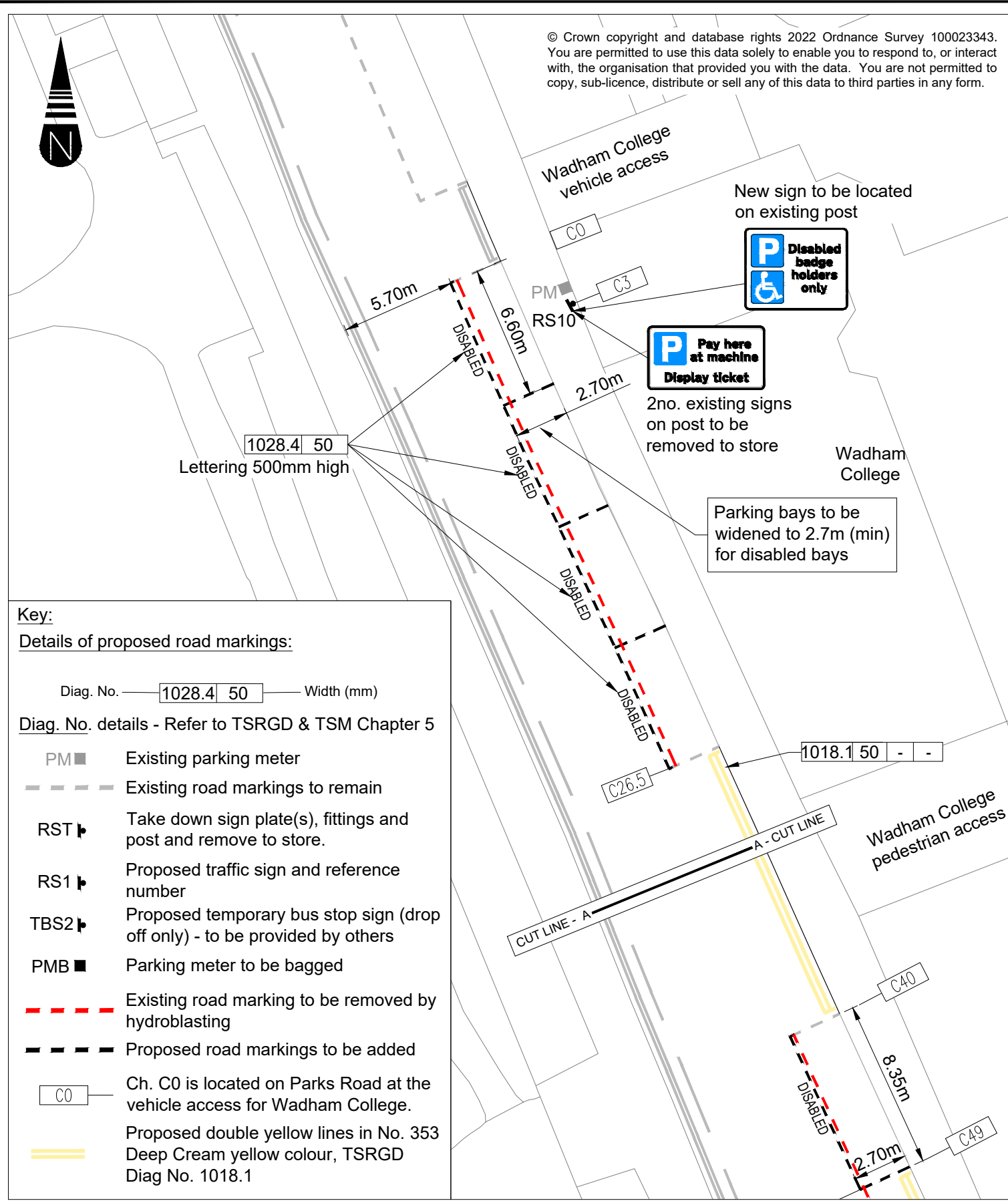
Project Name

Broad Street
Public Space Improvement Scheme 2022

Sheet Size	Scale	Drawn by	Checked by	Approved by
A3	1:250	SO	DMB	SPW
		Drawn Date	Checked Date	Approved Date
		20.06.22	20.06.22	20.06.22

Drawing Number	Status	Rev
5101204-MIL-HGN-BRD-DR-CH-0002	S02	P02

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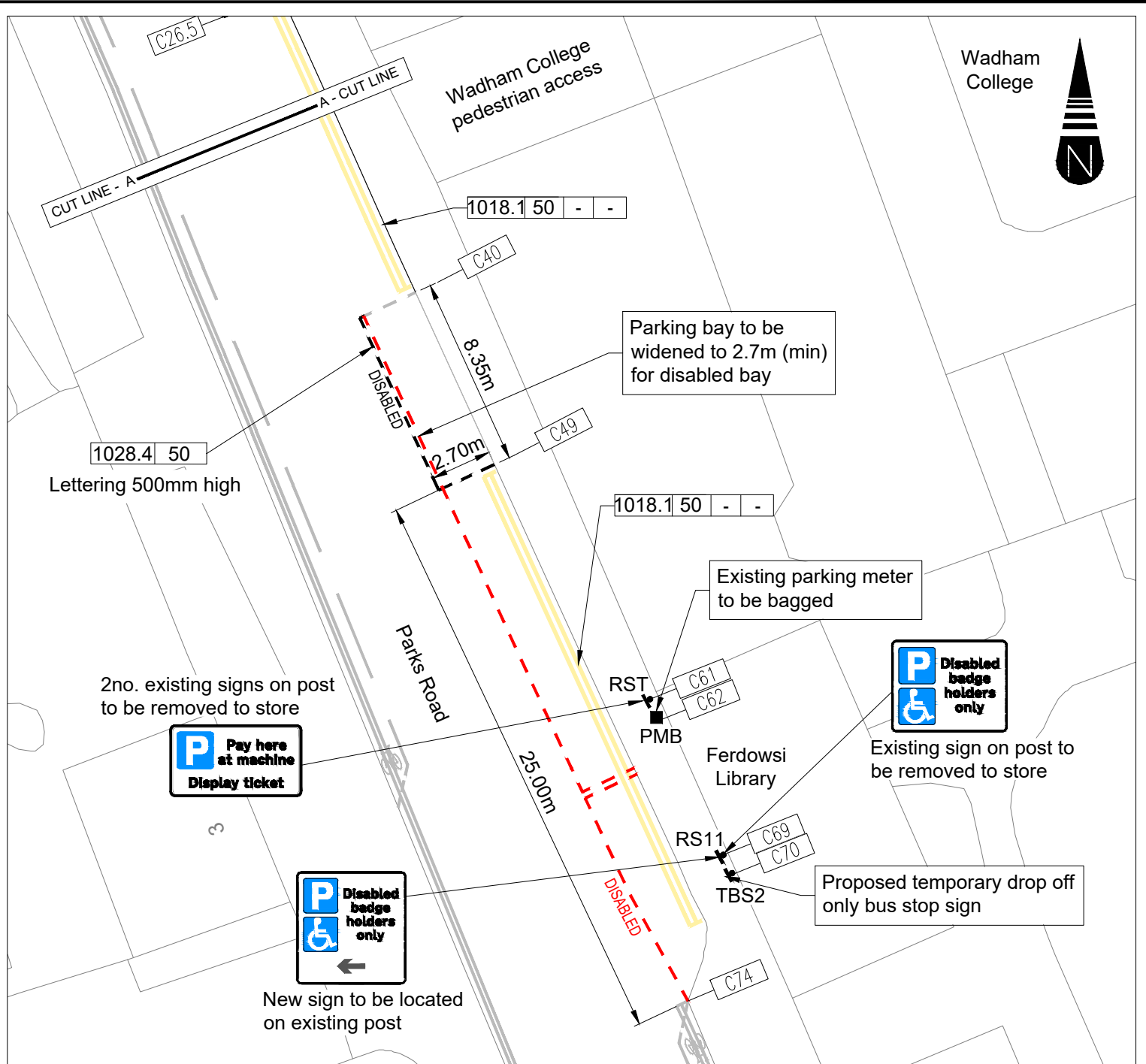
Key:

Details of proposed road markings:

Diag. No. 1028.4 50 Width (mm)

Diag. No. details - Refer to TSRGD & TSM Chapter 5

- PM ■ Existing parking meter
- Existing road markings to remain
- RST ▸ Take down sign plate(s), fittings and post and remove to store.
- RS1 ▸ Proposed traffic sign and reference number
- TBS2 ▸ Proposed temporary bus stop sign (drop off only) - to be provided by others
- PMB ■ Parking meter to be bagged
- - - Existing road marking to be removed by hydroblasting
- - - Proposed road markings to be added
- CO Ch. C0 is located on Parks Road at the vehicle access for Wadham College.
- Proposed double yellow lines in No. 353 Deep Cream yellow colour, TSRGD Diag No. 1018.1



- Notes:**
1. Do not scale from this drawing.
 2. Site verify all dimensions prior to construction.
 3. Report all discrepancies to the Drawing Originator immediately.
 4. This drawing is to be read in conjunction with all relevant documents and drawings.
 5. All measurements are in metres, unless stated otherwise.
 6. Setting out to be agreed on site in the presence of an Oxfordshire County Council representative.
 7. For details of statutory undertakers apparatus refer to C2 returns and drawing 5101204-MIL-VUT-BRD-DR-CH-2601.
 8. For details of proposed road markings and traffic signs refer to drawing 5101204-MIL-HSN-BRD-DR-CH-1203.
 9. Temporary bus stop sign to be provided by relevant bus company.
 10. All works to be completed in accordance with Oxfordshire County Council's standard details.

P01	01.08.22	First Issue	SO	DMB	SPW
Rev	Date	Description	Drn	Chkd	App
Revisions					

Client

OXFORDSHIRE COUNTY COUNCIL

Drawing Originator

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Drawing Status

Detailed Design

Title

Parks Road Bus Drop-Off Area & Disabled Parking

Project Name

Broad Street
Public Space Improvement Scheme 2022

Sheet Size	Scale	Drawn by	Checked by	Approved by
A3	1:250	SO	DMB	SPW
		Drawn Date	Checked Date	Approved Date
		01.08.22	01.08.22	01.08.22

Drawing Number: 5101204-MIL-HGN-BRD-DR-CH-0005 | Status: S02 | Rev: P01

**APPENDIX 2:
OCC EQIA METHODOLOGY**



**Oxfordshire County Council
Equalities Impact Assessment**

TITLE

DATE COMPLETED

Contents

Section 1: Summary details.....	3
Section 2: Detail of proposal.....	4
Section 3: Impact Assessment - Protected Characteristics.....	6
Section 3: Impact Assessment - Additional Community Impacts	7
Section 3: Impact Assessment - Additional Wider Impacts	8
Section 4: Review	9

Section 1: Summary details

Directorate and Service Area	
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	
Is this a new or existing function or policy?	
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	
Completed By	
Authorised By	
Date of Assessment	

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that</p>	

supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.

Alternatives considered / rejected

Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Gender Reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Marriage & Civil Partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Pregnancy & Maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Armed Forces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Other Council Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	
Person Responsible for Review	
Authorised By	