

## Appendix A: Perception survey full details

The pre-trial East Bristol Liveable Neighbourhood (EBLN) perception survey Stage 1 (S1) launched on 31 January 2022 and closed on 13 March 2022.

The EBLN perception survey Stage 2 (S2) launched during the trial on 29 September 2025 and closed on 7 November 2025.

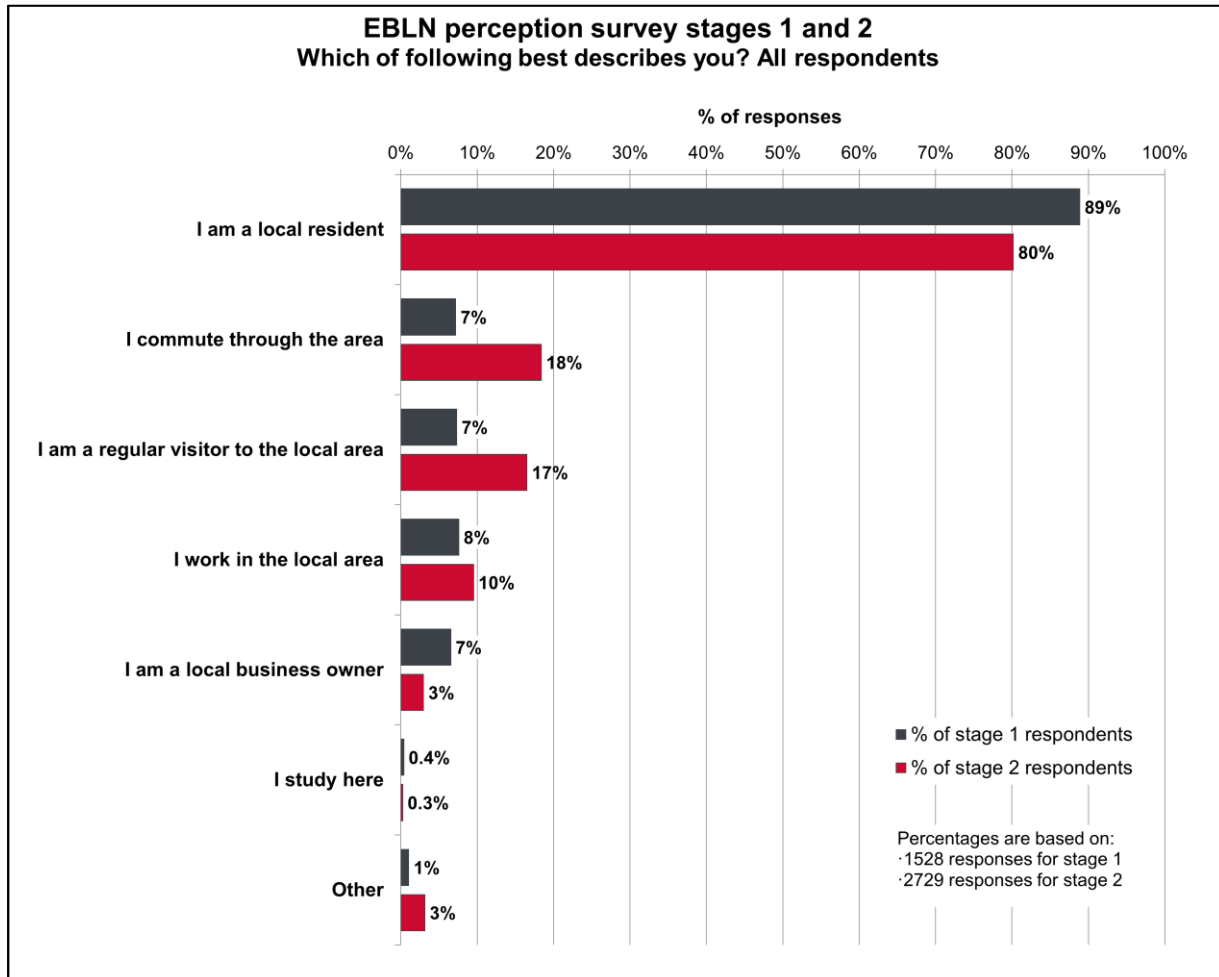
The perception survey analysis identified some geographical differences; these respondent groups have been defined and used to show local variations:

- **All EBLN:** respondents from all postcodes within the EBLN boundary.
- **Barton Hill and Redfield:** respondents from within Barton Hill and Redfield postcodes within the EBLN boundary.
- **St George Central and St George West:** respondents from within St George postcodes within the EBLN boundary.
- **Buffer:** respondents from postcodes with 1km of the EBLN boundary.
- **Outside buffer:** respondents from postcodes outside the 1km buffer.

Where area responses to questions are significantly different, graphs are shown for each relevant geographical group.

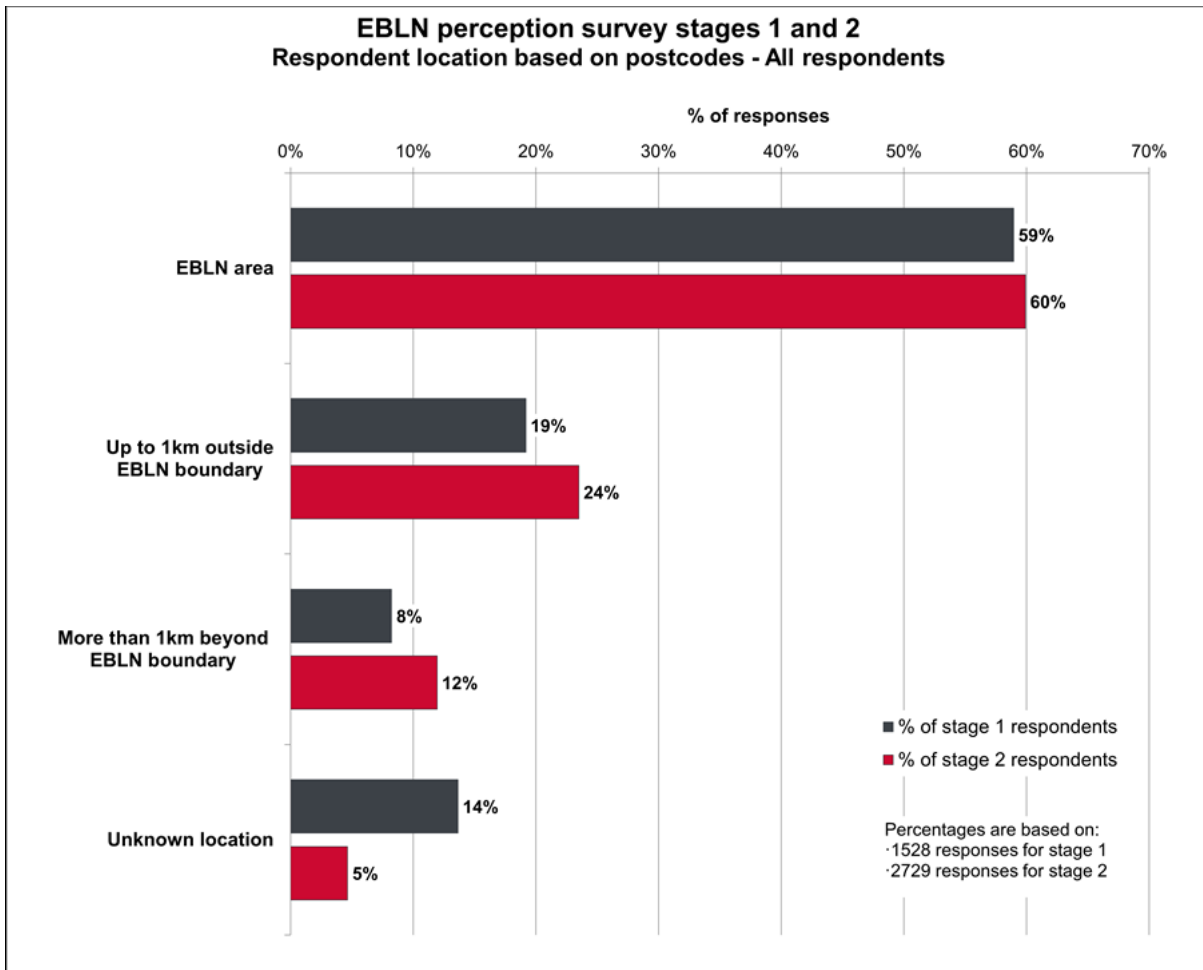
## Q1: Which of the following best describes you?

- A smaller number of respondents reported they were local residents (80%) in S2 compared to S1 (89%), with a larger number reporting they commute to the area (18%) or visit the local area (17%), compared to S1 (7% and 7% respectively).



## Q2: What is your full postcode?

- 60% of S2 respondents reported their postcode to be within the EBLN area (Barton Hill, Redfield, St George Central, St George West and Crews Hole), the same proportion as in S1.
- There was a higher proportion in S2 of those reporting their postcode as within the buffer (24% compared to 19%) and also outside the buffer (12% compared to 8%).
- The number of those who did not leave a postcode (defined as unknown location) reduced by 9%.

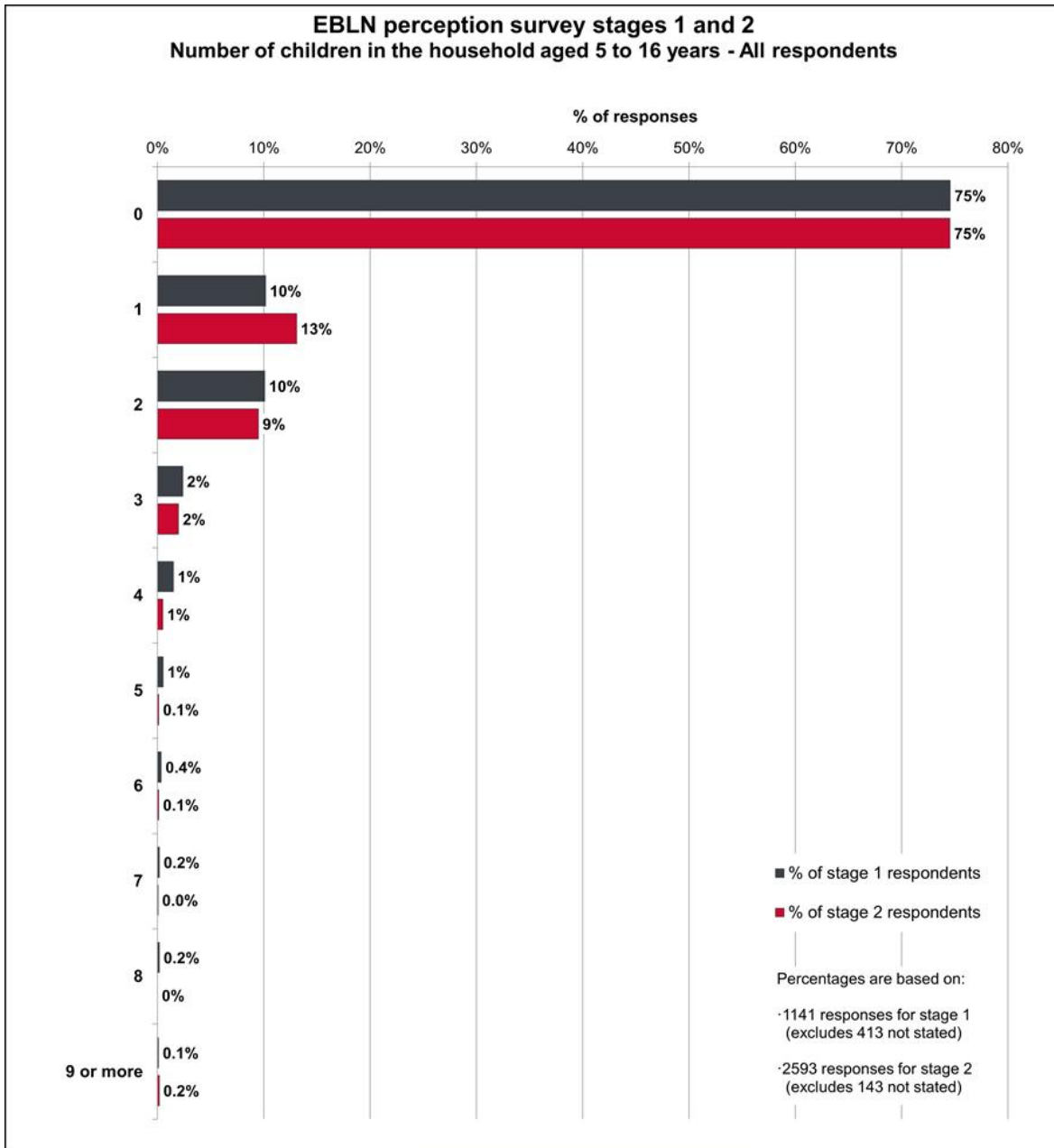


The EBLN area percentages (59% in S1 and 60% in S2) are made up of the following amounts:

EBLN area	Stage 1 percentage	Stage 2 percentage
Barton Hill	13%	11%
Redfield	19%	24%
St George West	19%	17%
St George Central	4%	4%
Crews Hole	5%	4%
<b>Total</b>	<b>59%</b>	<b>60%</b>

### Q3: How many children in the household (5-16yrs)?

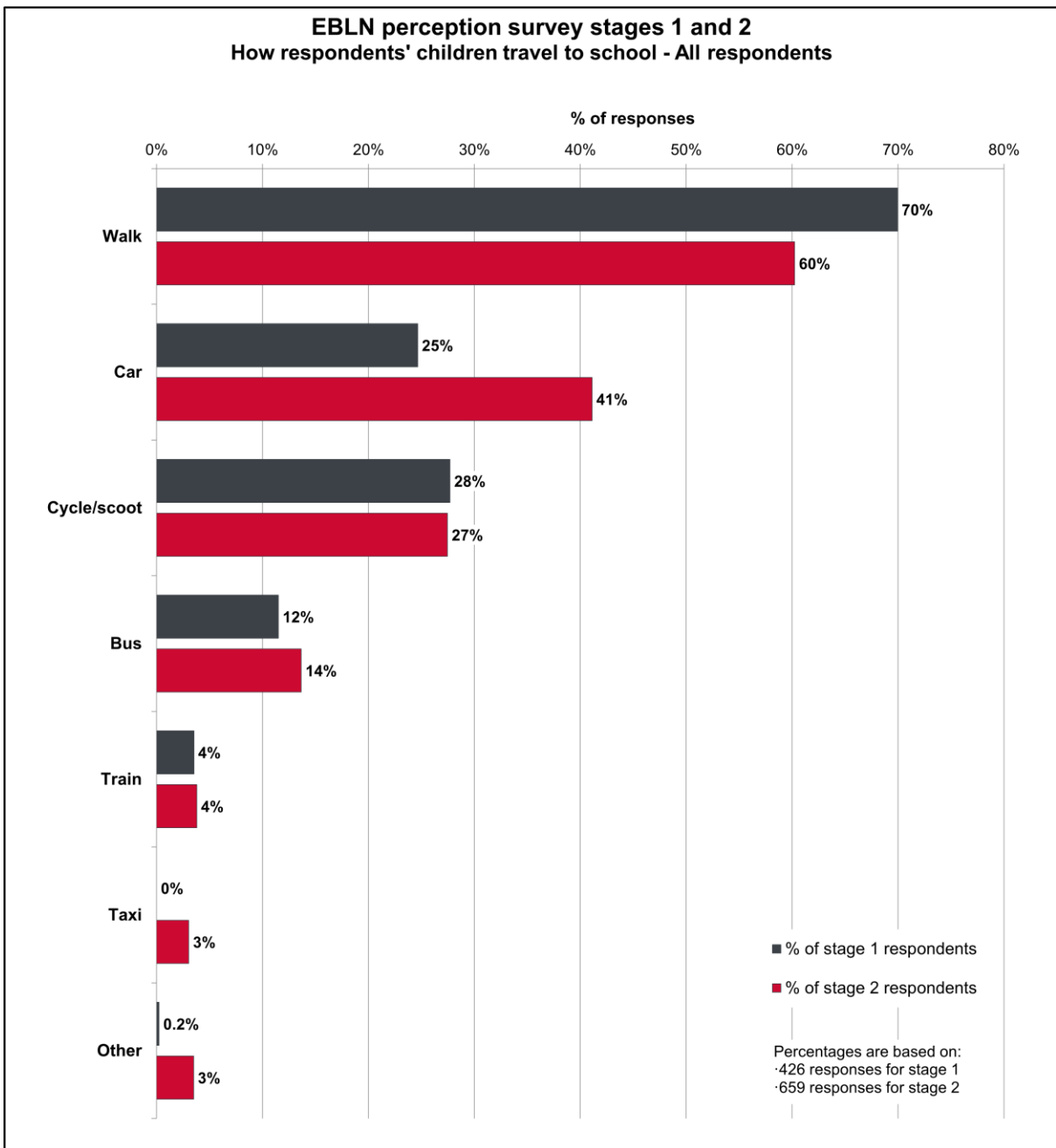
- 3% more respondents reported that the household has one child in S2 compared to S1, with the same number reporting there are zero children.



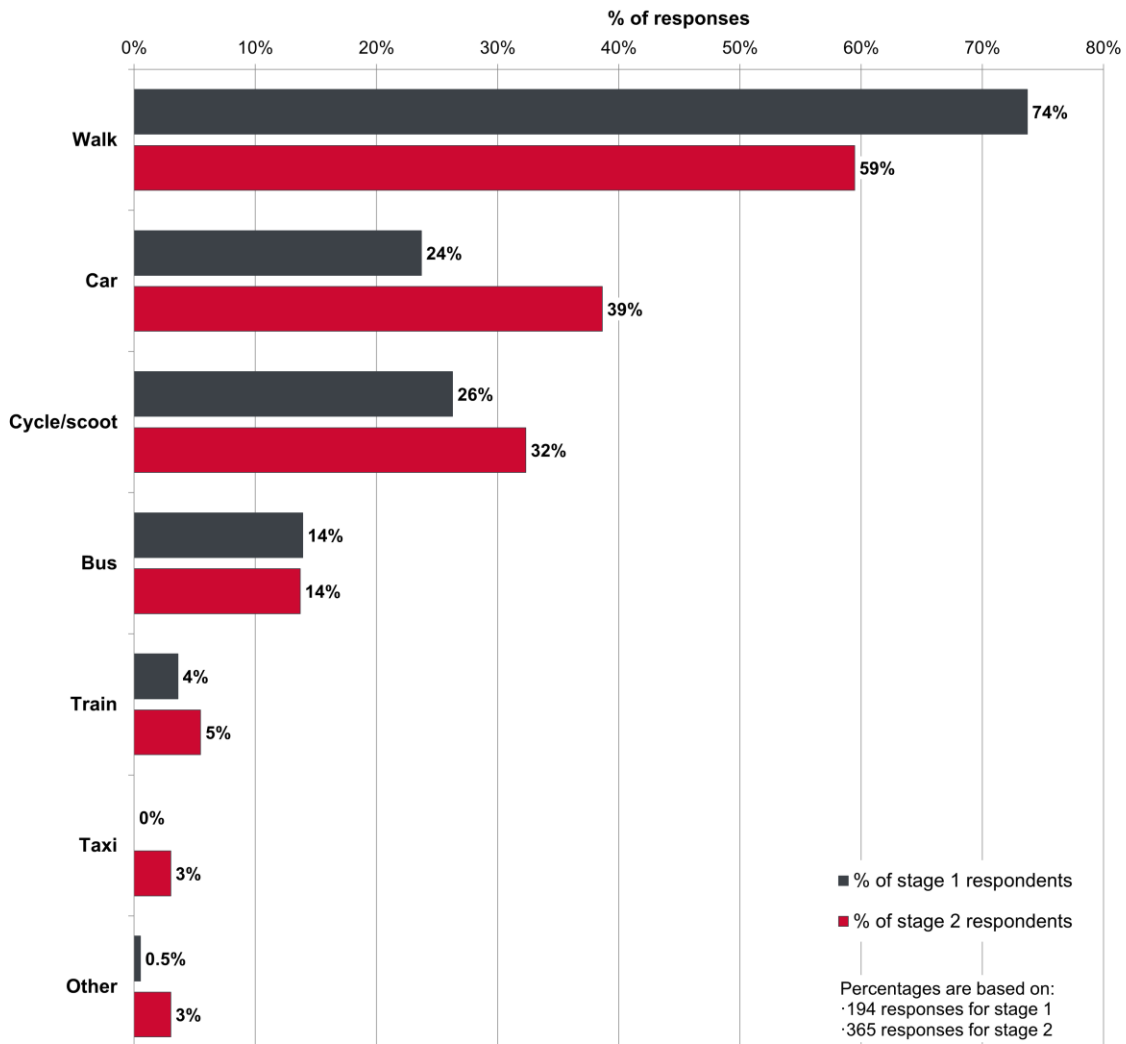
#### Q4: How do the children travel to school?

- In S2, respondents reported that 87% of children travel to school using active travel\*, a decrease of 11% from S1 (98%). Those travelling by car and bus increased (16% and 2% respectively). This trend is also reflected for EBLN area respondents, although there is a higher percentage (91%) of children using active travel compared to all respondents.
- Respondents from EBLN areas reported that children are 2% less likely to travel by car and 5% more likely to travel by cycle/scoot than all respondents.

\*active travel is defined as ‘walk’ and ‘cycle/scoot’.

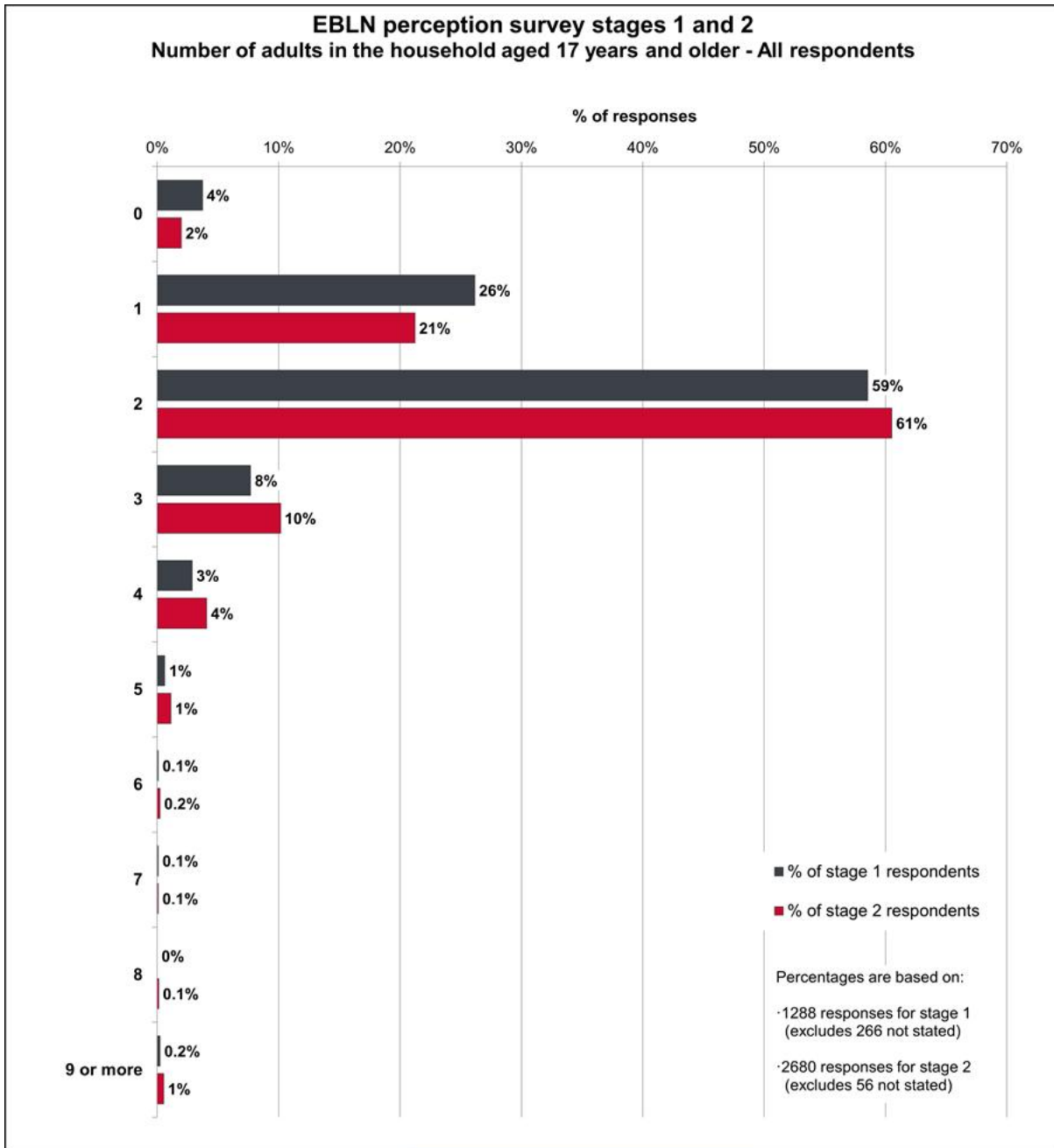


**EBLN perception survey stages 1 and 2**  
**How respondents' children travel to school - EBLN respondents**



### Q5. Number of adults in the household (17yrs+)?

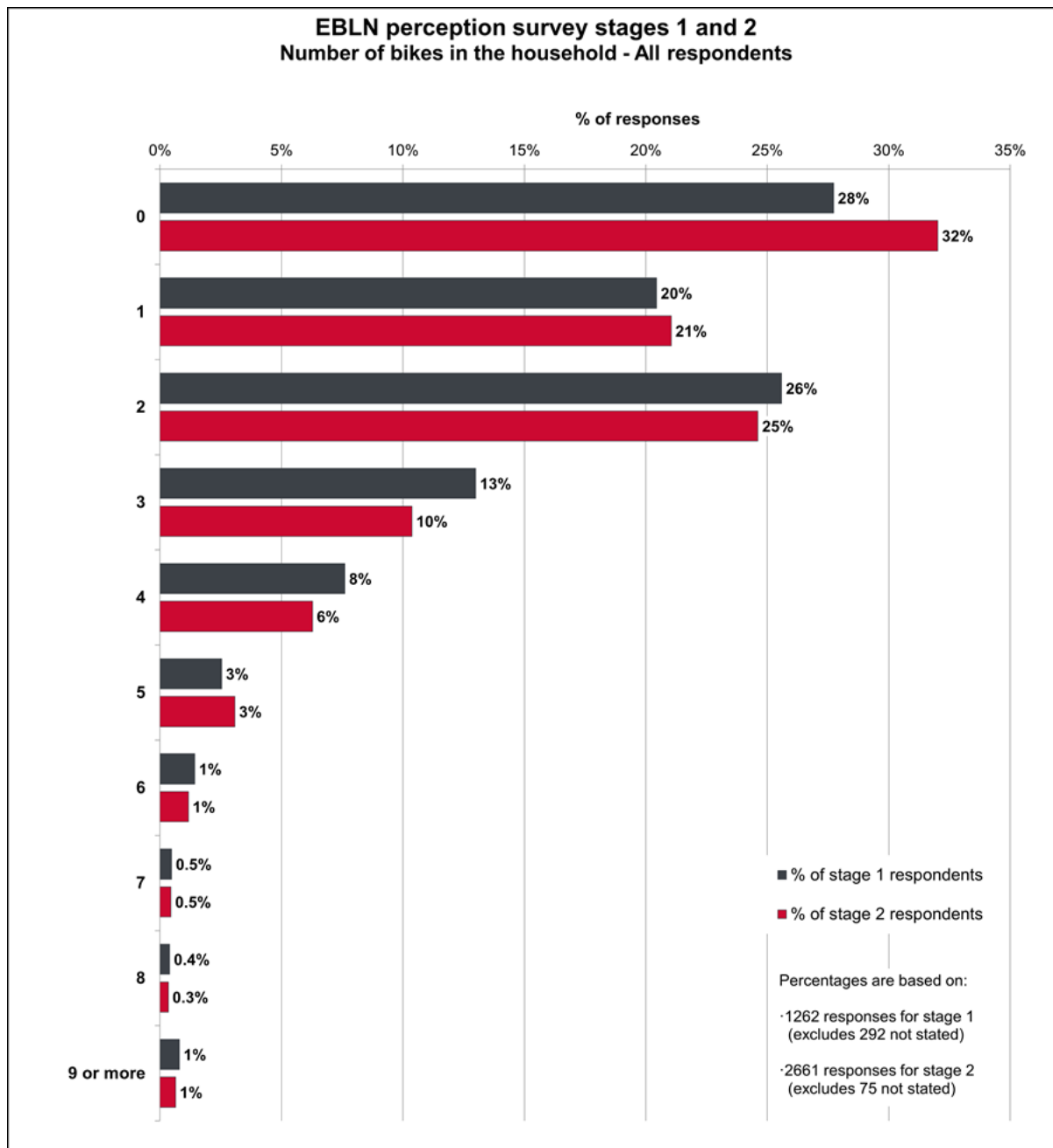
- In S2, there was an increase (6%) in respondents from households with two or more adults.



Note: Category '9 or more' may include businesses.

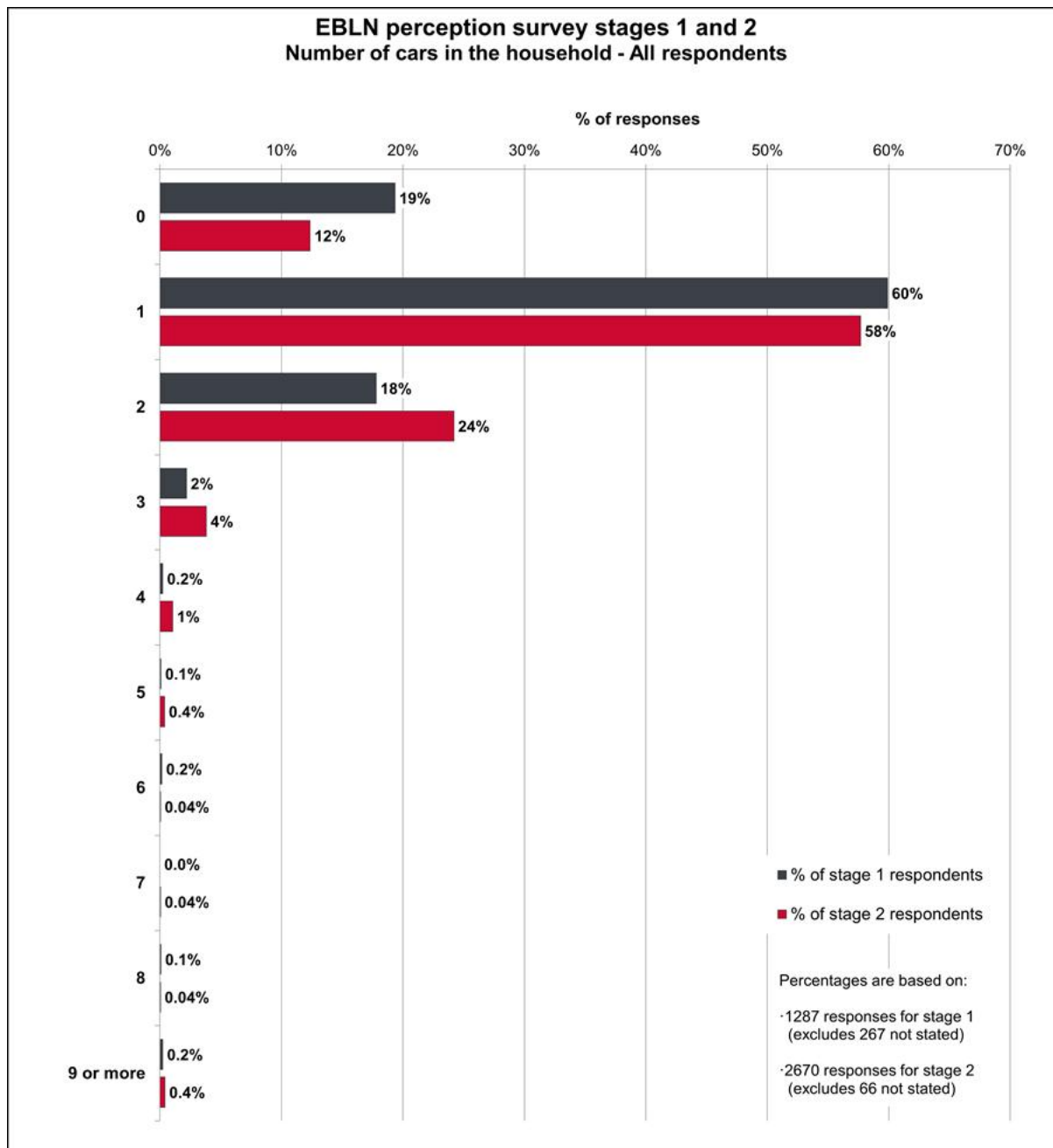
## Q6. Number of bikes in the household?

- Respondents reporting that they have no bikes in the household increased by 4% from S1, with a decrease of respondents reporting they have two or more bikes in the household.



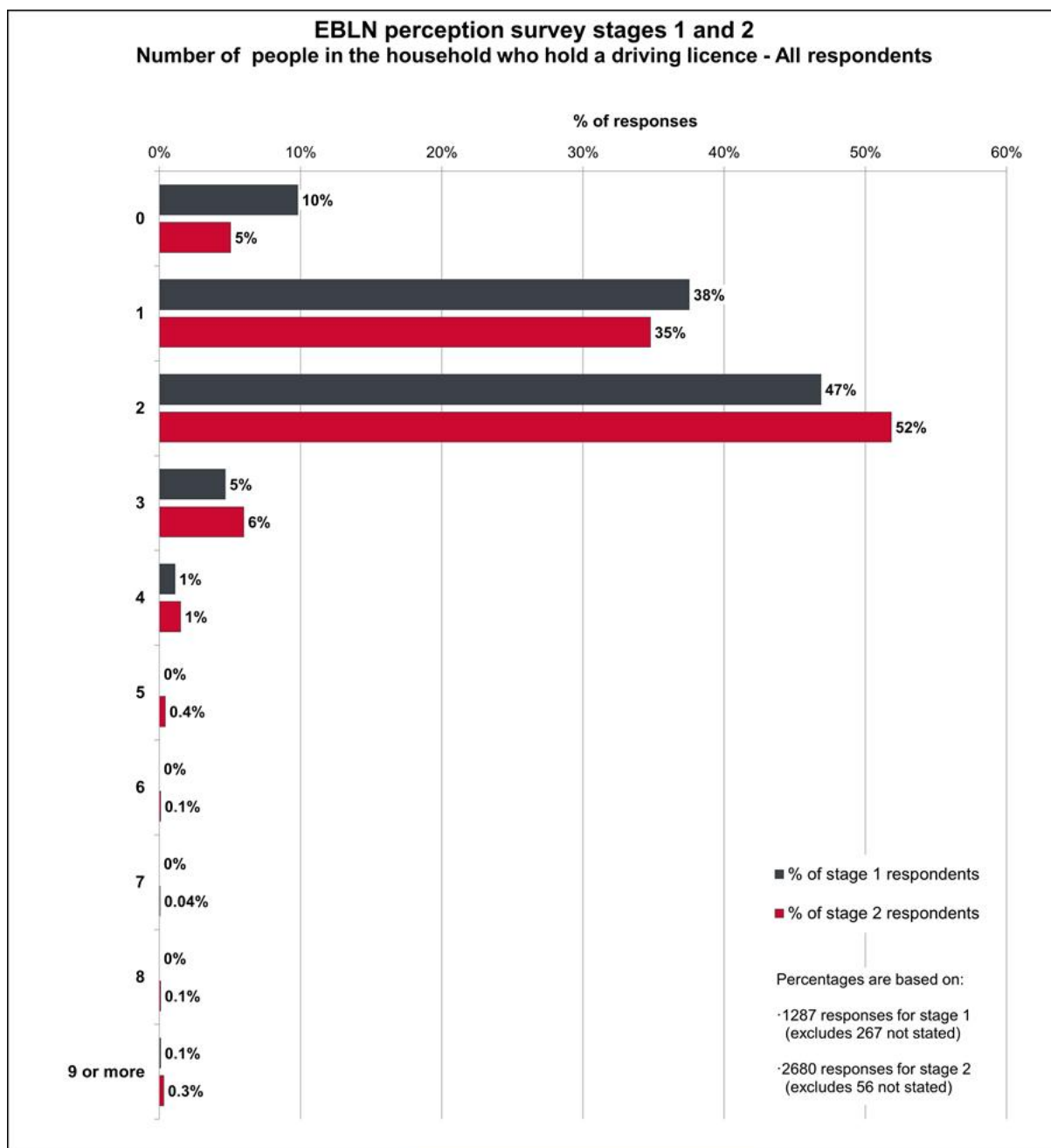
## Q7. Number of cars in the household?

- 28% of respondents reported having two or three cars in the household in S2, an 8% increase compared to S1 (20%), with a 7% decrease in those reporting to have no cars in the household.



### Q8. How many people hold a driving licence in your household?

- Respondents in S2 reported more people in the household that hold a driving licence.



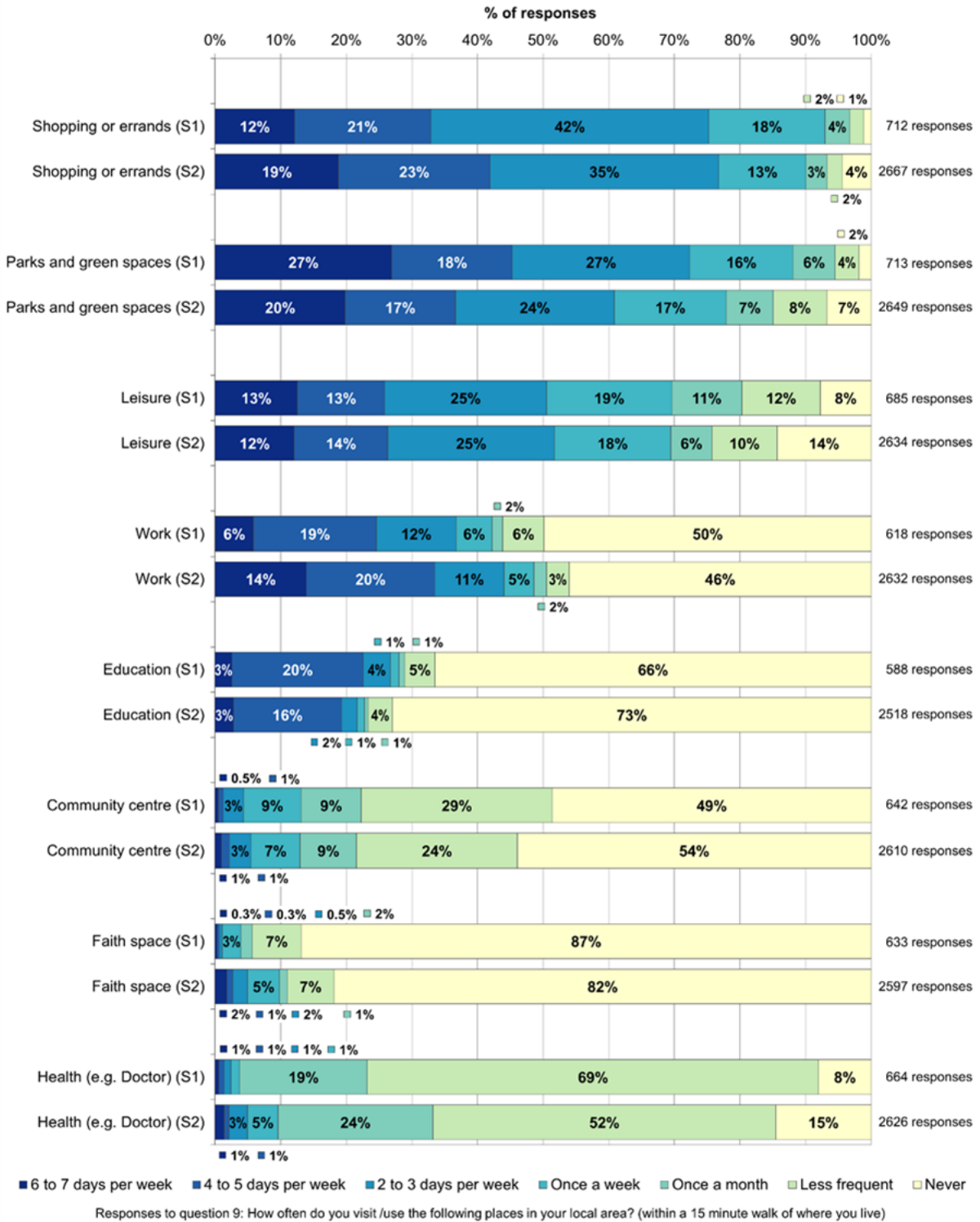
**Q9: How often do you visit / use the following places in your local area? (within a 15-minute walk of where you live)**

- Respondents reported an increase in frequently\* shopping, working and visiting community centres, faith spaces and health places.
- In S2, St George Central and St George West reported more frequently shopping and visiting parks and green spaces, leisure and education places compared to the average EBLN areas.

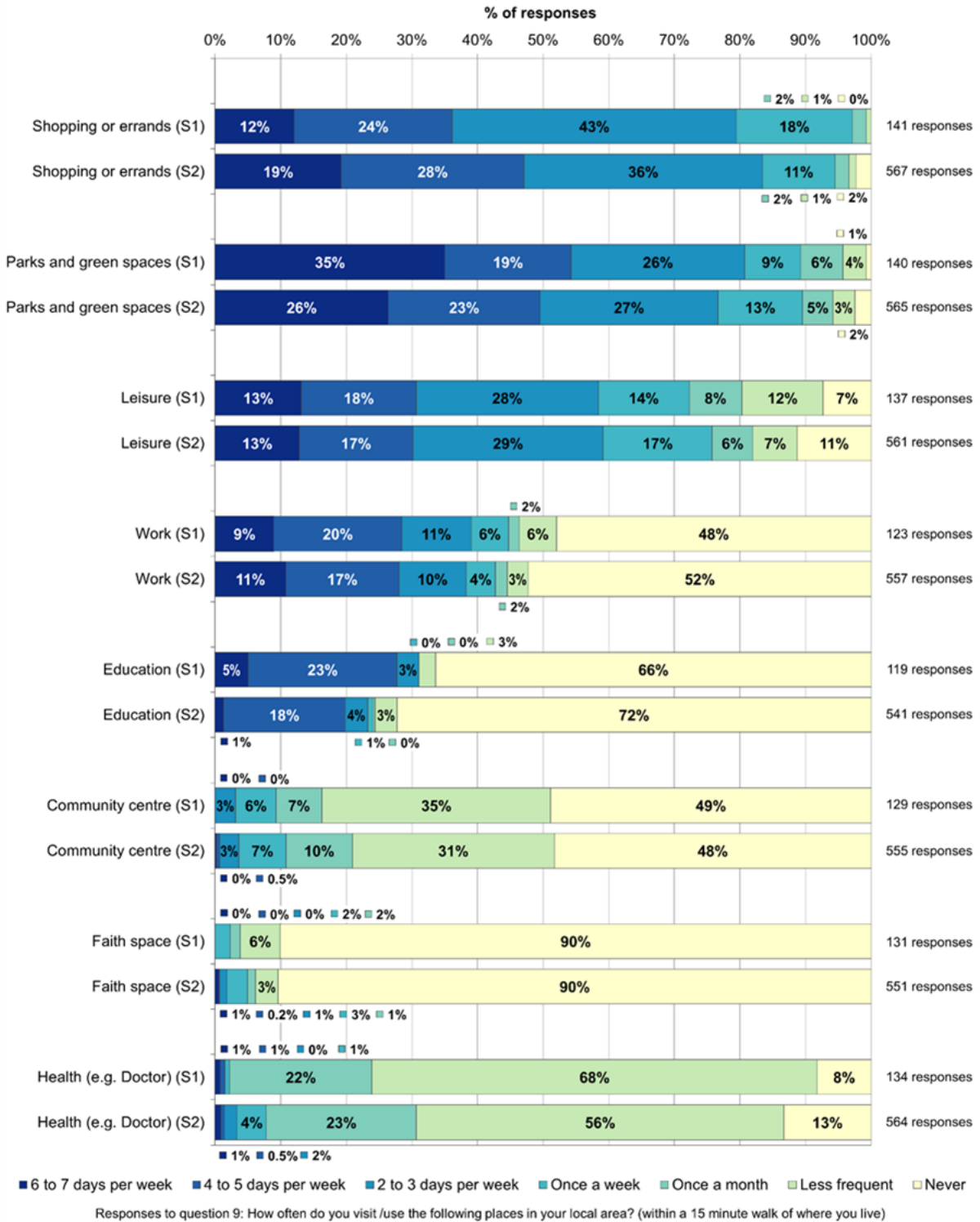
The graphs below show 1) all respondents and 2) St George Central and St George West respondents.

\*Frequently is defined as those who said '6 to 7 days per week', '4 to 5 days per week' and '2 to 3 days per week'.

**EBLN perception survey stage 1 (S1) and stage 2 (S2)**  
**How often respondents visit places in their local area (all respondents)**



**EBLN perception survey stage 1 (S1) and stage 2 (S2)**  
**How often respondents visit places in their local area (EBLN - St George Central and West)**



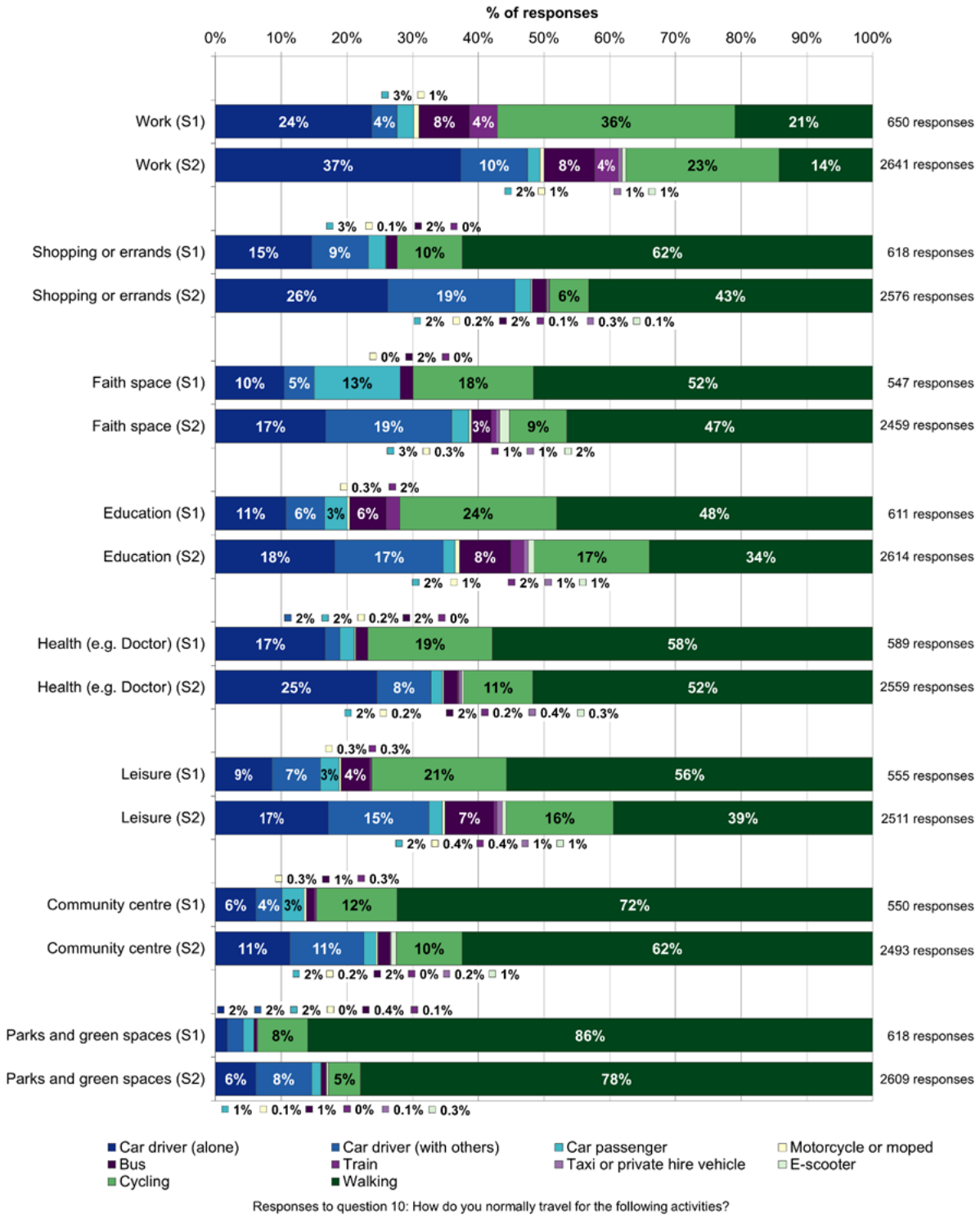
## **Q10. How do you normally travel for the following activities?**

- For all places, in S2 there was an increase in the number of respondents reporting they travel as a car driver (alone) and car driver (with others), alongside a decrease in the number of respondents reporting that they walked or cycled.
- Respondents reported an increase in travel by bus to faith spaces (1%), education (2%), leisure (3%), community centres (1%) and parks and green spaces (0.6%) in S2 compared to S1, with an unchanged response for work (8%), shopping and errands (2%) and health (2%).
- In S2, St George Central and St George West respondents reported they were less likely to travel by car and more likely to travel by active travel to places compared to the average EBLN area. This trend was not reported by Barton Hill and Redfield respondents.

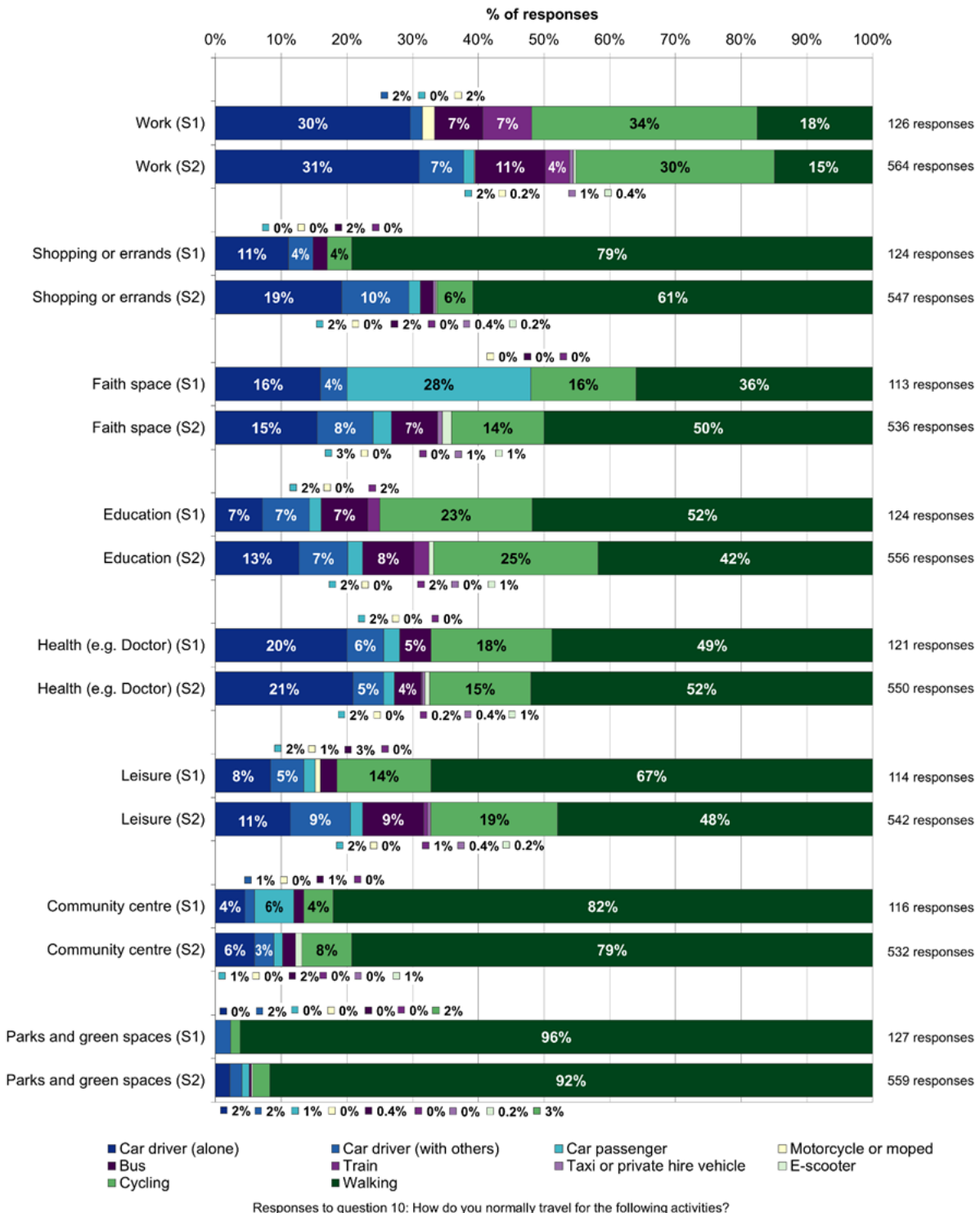
The graphs below show 1) all respondents and 2) St George Central and St George West respondents.

Graphs note: Travel mode for a range of activities is compared for S1 and S2. There is no information for use of taxis or e-scooters in S1 because this was not an answer option in the S1 survey.

**EBLN perception survey stage 1 (S1) and stage 2 (S2)**  
**How respondents normally travel for various activities (all respondents)**



**EBLN perception survey stage 1 (S1) and stage 2 (S2)**  
**How respondents normally travel for various activities (EBLN - St George Central and West)**



**Q11. How often do you normally travel by the following types of transport? (Please exclude half term and bank holiday weeks)**

Results for all respondents are shown in chapter 5 of the main report.

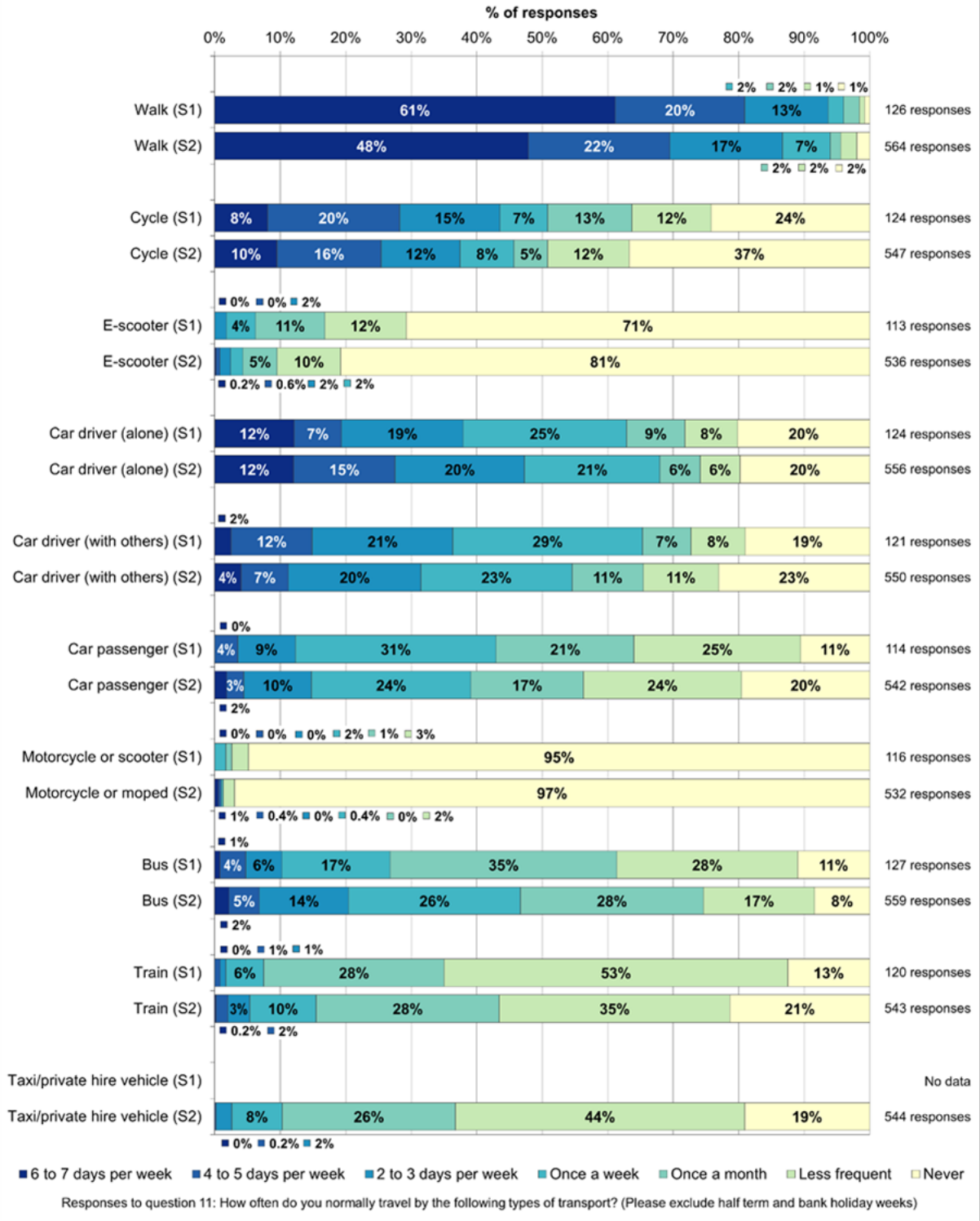
The further two graphs below show 1) St George Central and St George West 2) Barton Hill and Redfield respondents.

- Respondents from St George Central and St George West reported lower daily travel by car driver alone (12%) and higher daily walking (48%). Respondents from Barton Hill reported higher daily walking (44%) and car driver alone (21%).

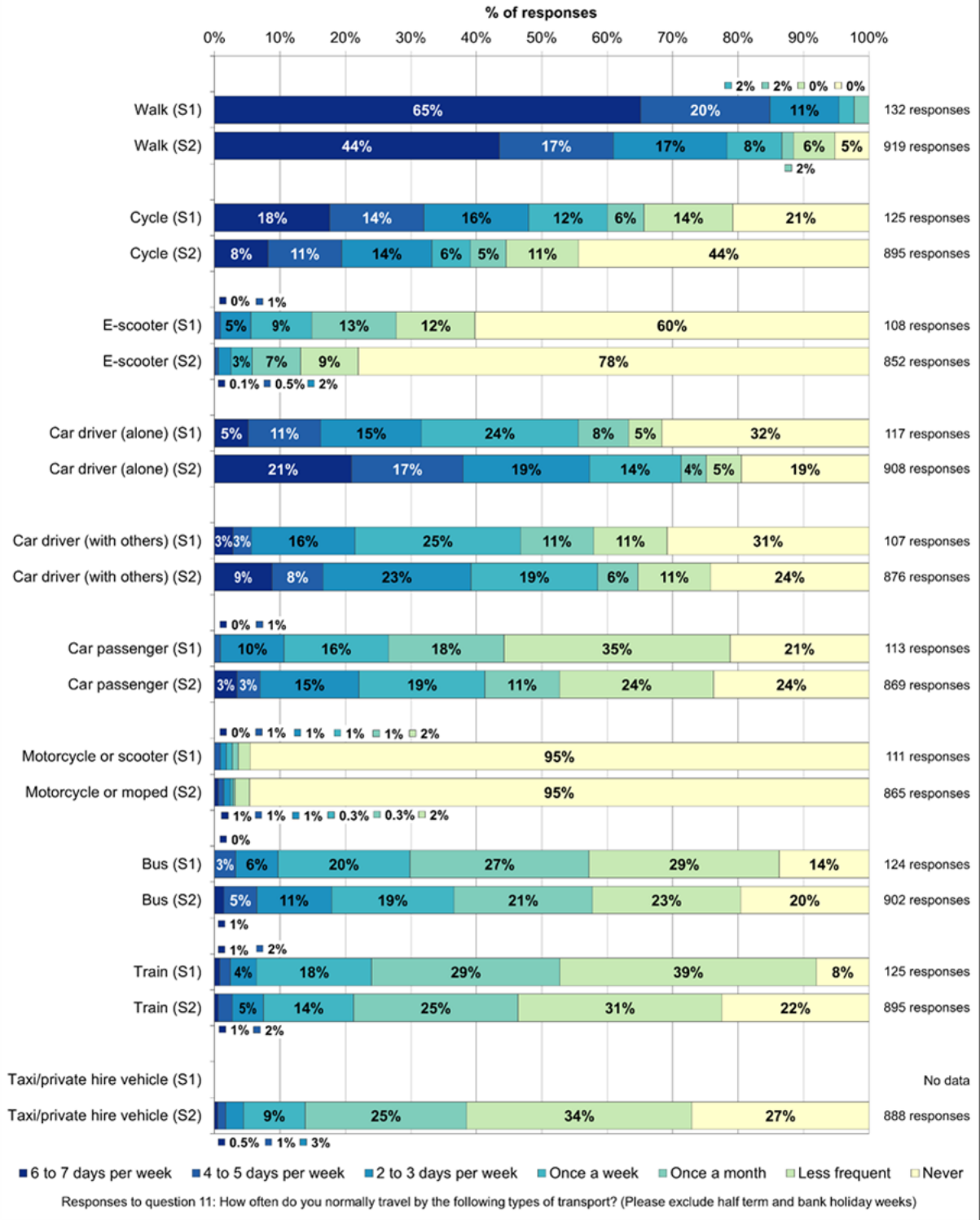
\*Daily is defined here as '6 to 7 days per week'

Graphs note: How often each travel mode is used is compared for S1 and S2. There is no information for use of taxis in S1 because this was not an answer option in this survey. In S2, 'Motorcycle or scooter' was changed to 'Motorcycle or moped'.

**EBLN perception survey stage 1 (S1) and stage 2 (S2)**  
**How often respondents travel by different types of transport**  
**(EBLN - St George Central and West)**



**EBLN perception survey stage 1 (S1) and stage 2 (S2)**  
**How often respondents travel by different types of transport**  
**(EBLN - Barton Hill and Redfield)**



## **Q12: How important are the following to you within your local area (within a 15-minute walk of where you live)?**

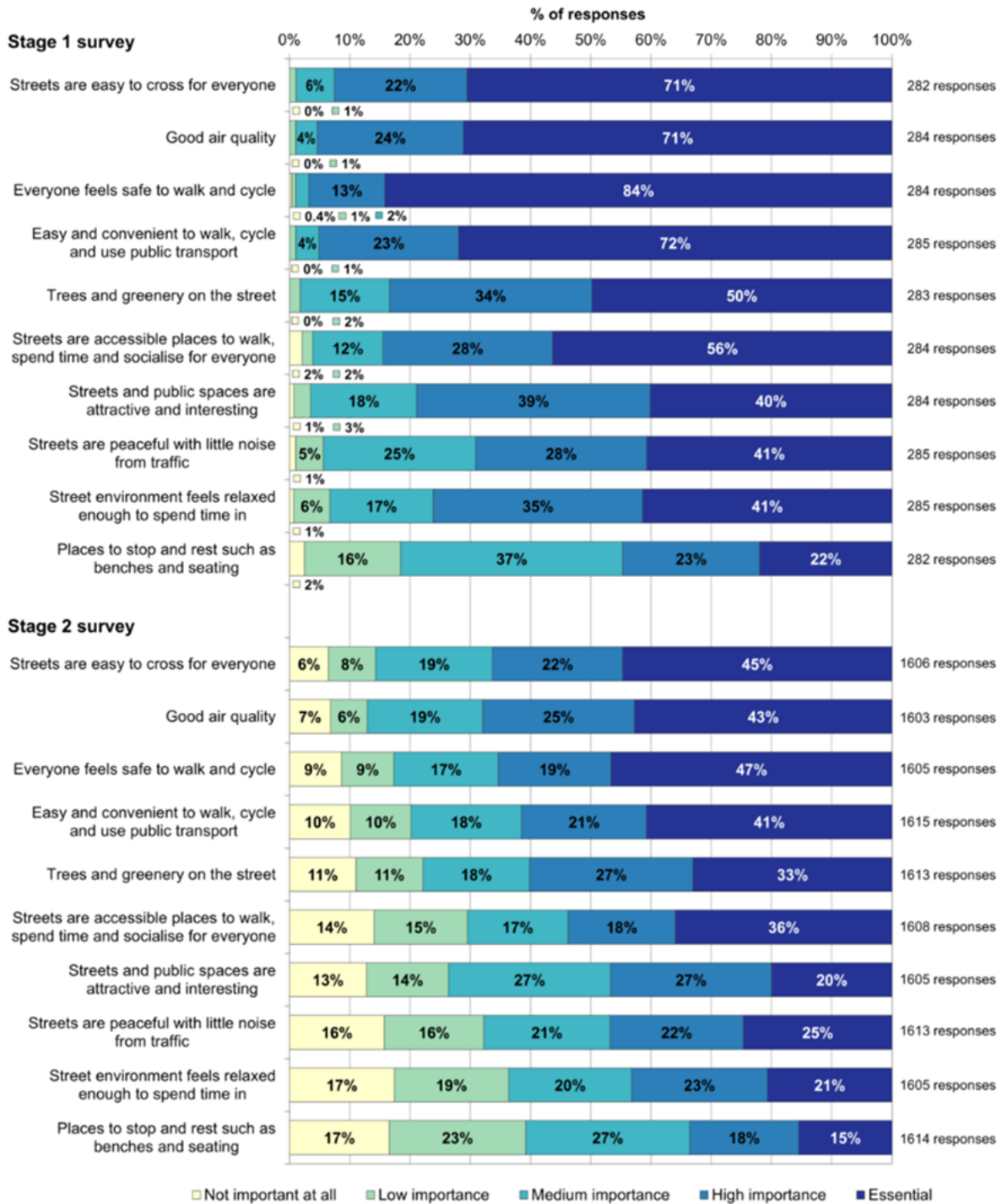
Results for all respondents are shown in chapter 5 of the main report.

The three graphs below show 1) All EBLN 2) St George Central and St George West 3) Barton Hill and Redfield.

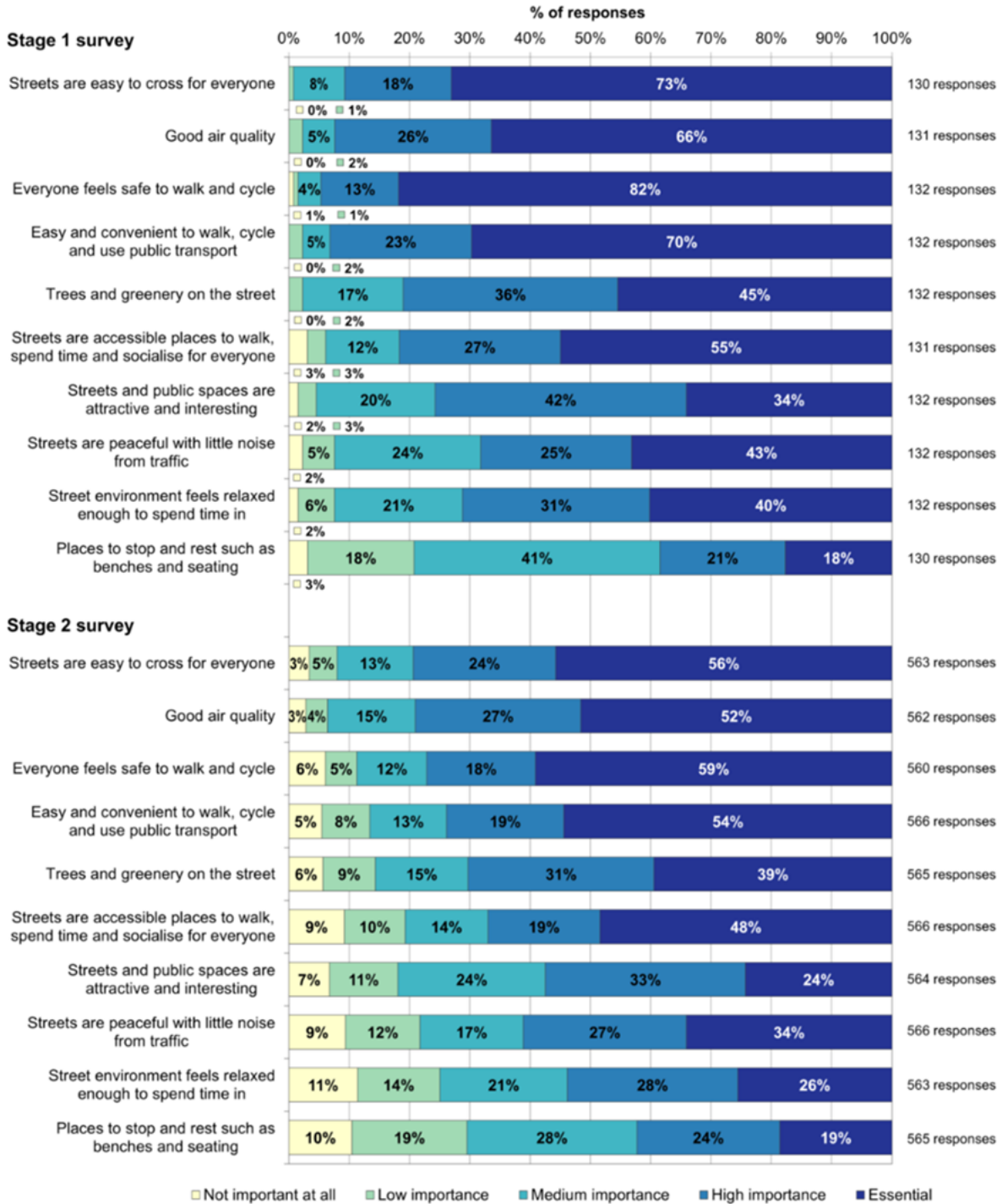
- In S2, respondents that live in St George Central and West show a higher percentage of respondents rating it essential that everyone feels safe to walk and cycle (59%) and streets are easy to cross for everyone (56%) than in the whole EBLN boundary with 47% and 45 % respectively or Barton Hill and Redfield, with 40% and 39% respectively.
- All graphs show an increase from S1 to S2 of respondents reporting indicators are not important at all. However, importance levels (essential, high and medium) remain high across all indicators, in all areas in both S1 and S2.

Graphs note: Neighbourhood features are ranked by the percentage of respondents who said each feature is 'essential' or 'high importance' in S2. The features are listed in the same order for S1.

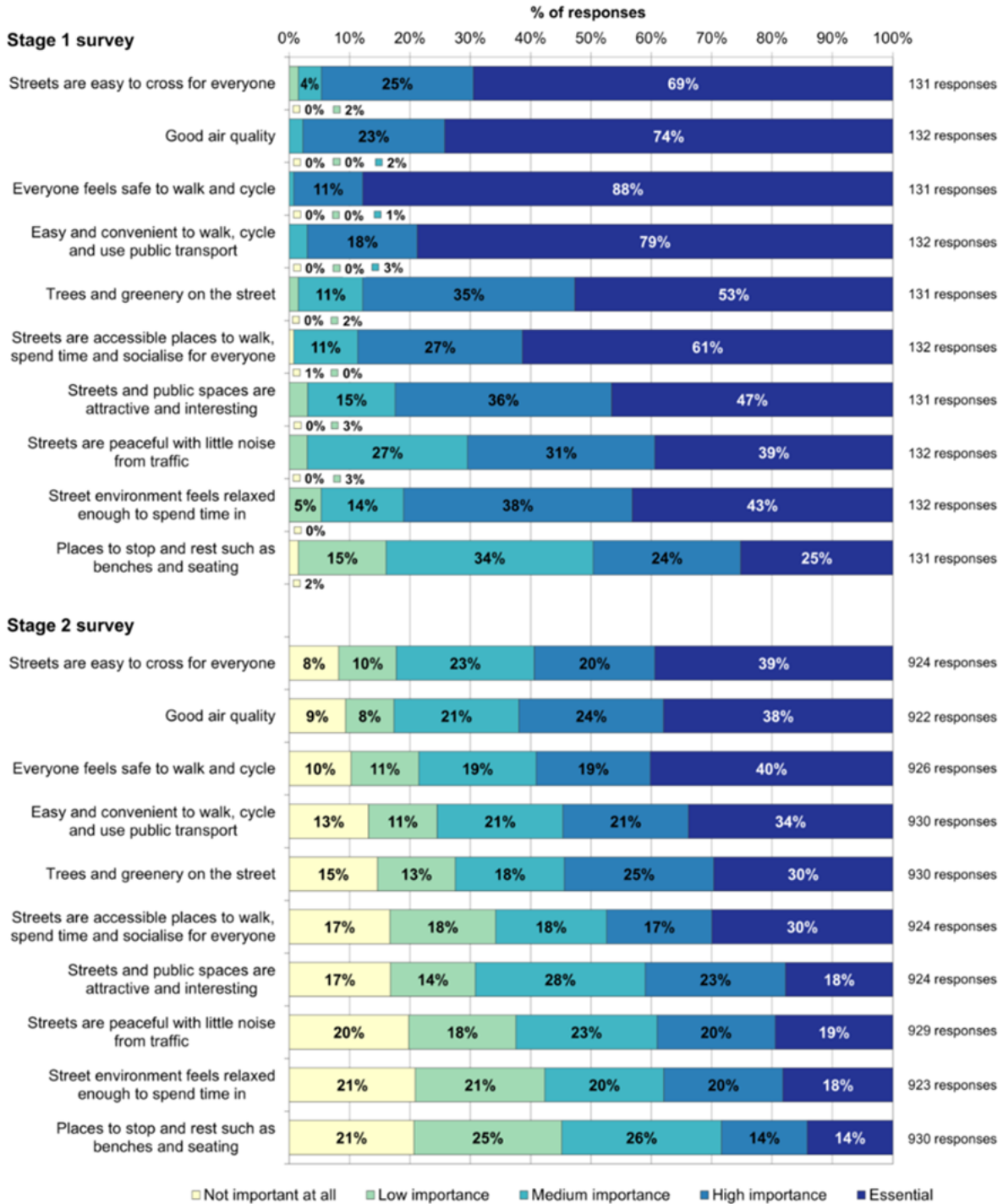
**EBLN perception survey stages 1 and 2**  
**Importance of features of the local area within a 15-minute walk (EBLN respondents)**



**EBLN perception survey stages 1 and 2**  
**Importance of features of the local area within a 15-minute walk**  
**(EBLN - St George Central and West)**



**EBLN perception survey stages 1 and 2**  
**Importance of features of the local area within a 15-minute walk**  
**(EBLN - Barton Hill and Redfield)**



### Q13: What else is important to you within your local area?

Due to the nature of how some respondents answered this question, the analysis has been split into two sections:

- Section A analysed 1,170 comments which answered Q13 (72% of question respondents).
- Section B analysed 962 comments which included feedback on the EBLN trial (60% of question respondents).

Note: respondents’ comments were often assigned to both sections and therefore percentages may not equal 100%.

#### Section A headlines

Respondents’ comments were categorised into three broad themes, made up of 16 categories. The 10 features listed in question 12 were also mentioned in responses to question 13\*, alongside 7 additional features that respondents reported as important.

\*The features from Q12 were allocated to appropriate themes and categories created for Q13 responses.

Theme	Street environment	Transport	Community
Categories	Cleanliness & Maintenance Pollution Noise Personal security Art/Public realm Green/Blue spaces	Driving efficiency and access Parking Road safety Accessibility Public transport Active travel	Sense of community Community assets Local economy Anti-social behaviour

#### Section A comparisons to S1

- ‘Driving efficiency and access’ importance had the biggest increase of mentions (18% more than in S1).
- ‘Active travel’ importance had the biggest decrease of mentions (28% less than in S1).
- ‘Accessibility’ and ‘local economy’ importance were mentioned the same amount as in S1 (0% change).

## Section B headlines

Respondents' comments were categorised into three themes (Positive, Negative and Neutral), with sub-categories created based on common topics.

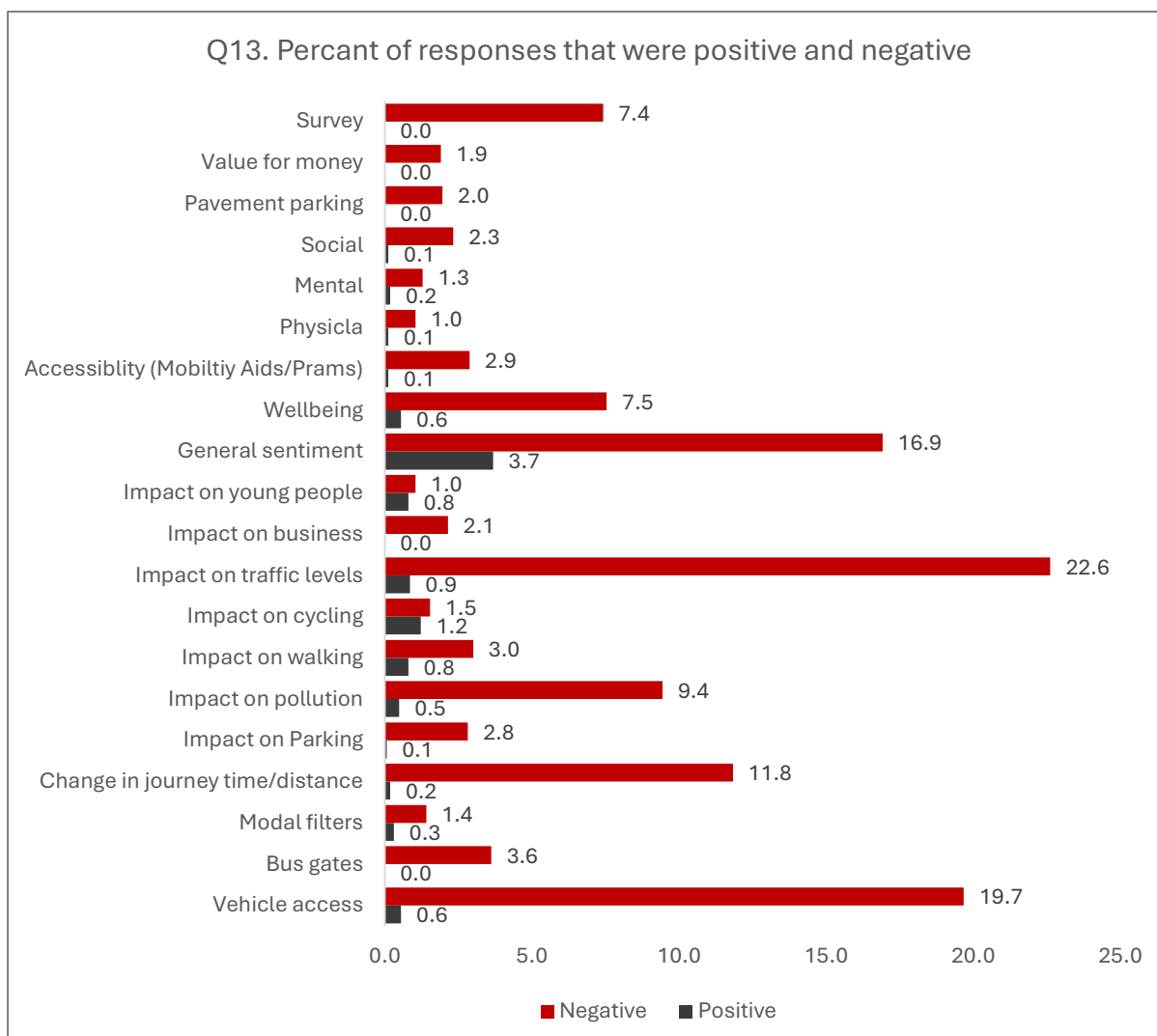
6% of question respondents commented positively about the EBLN trial.

- The majority of these (4%) were comments of 'generally supportive' sentiment, in which no specific sub-categories were mentioned.

44% of question respondents commented negatively about the EBLN trial.

- 17% were comments of 'generally unsupportive' sentiment, with no specific sub-categories mentioned.
- 12% commented on 'changes in journey times and distances'.
- 7% commented negatively about the survey questions.
- Of the total survey respondents who answered 'yes' to considering themselves disabled, 12% reported negative impacts of the EBLN trial on accessibility in their response to Q13.

2% of question respondents commented neutrally.



Graph note: Vehicle access is an umbrella category for bus gates, modal filters, change in journey time/distance and parking. Wellbeing is an umbrella category for accessibility, physical mental and social categories.

- Respondents from all EBLN areas and St George Central and West were more likely to leave positive comments about the EBLN trial in Q13, compared to respondents from Barton Hill and Redfield, the buffer and outside the buffer, who were more likely to leave negative comments.

#### **Q14: Thinking about your current experiences of your street/local area, how much of a problem do you think the following things are?**

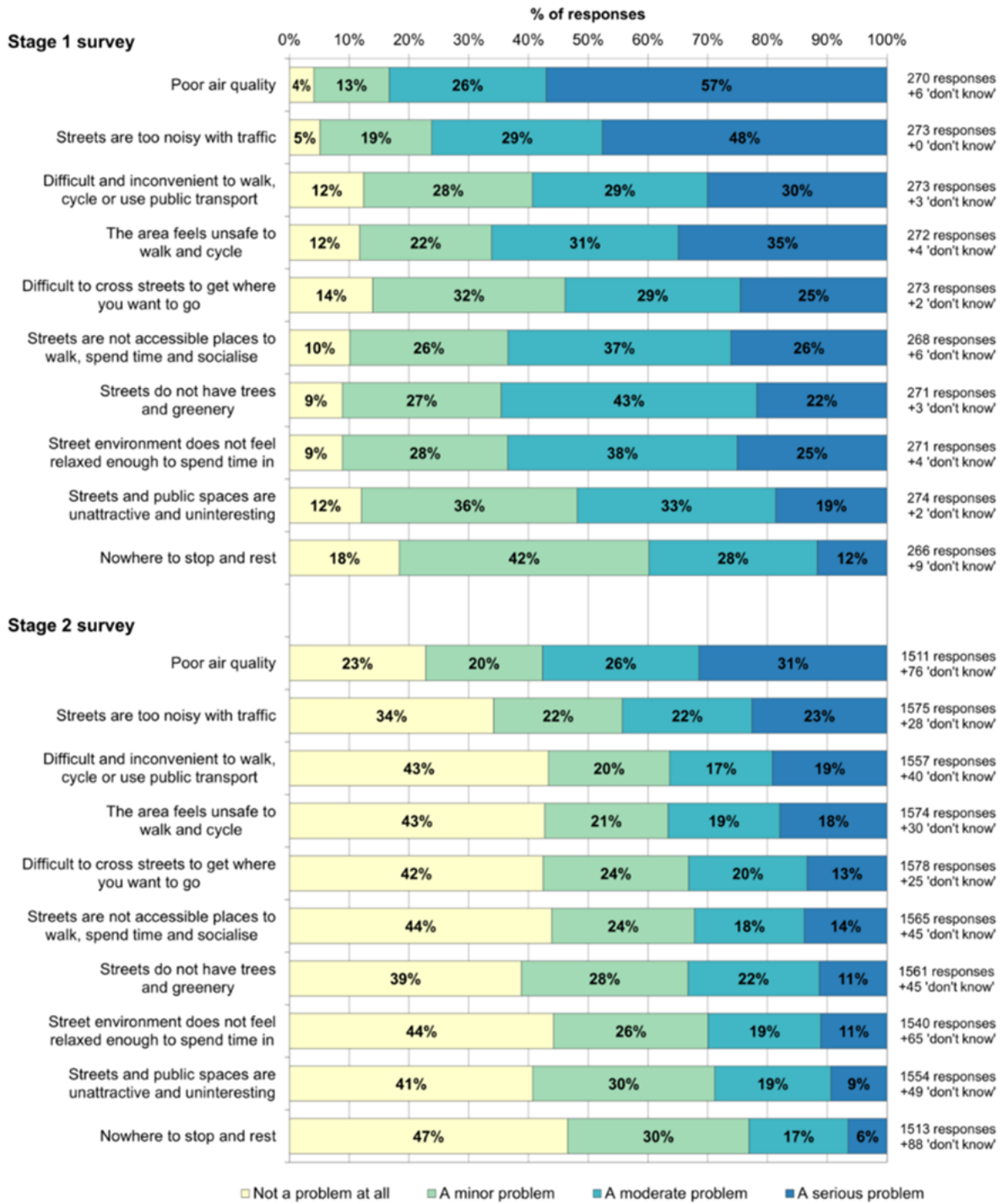
Results for all respondents are shown in chapter 5 of the main report.

The further two graphs below show 1) All EBLN 2) Barton Hill and Redfield.

- The responses for all geographical locations (All EBLN areas, St George Central and West, Barton Hill and Redfield, 1km buffer area and Outside buffer area) follow the same trend as the graph shown for all respondents.
- The area of Barton Hill and Redfield show the largest increase in respondents commenting 'not a problem at all' to the options, with a 27% increase in respondents reporting 'poor air quality' was 'not a problem at all' in S2 (28%) compared to S1 (1%). Please see graph below.

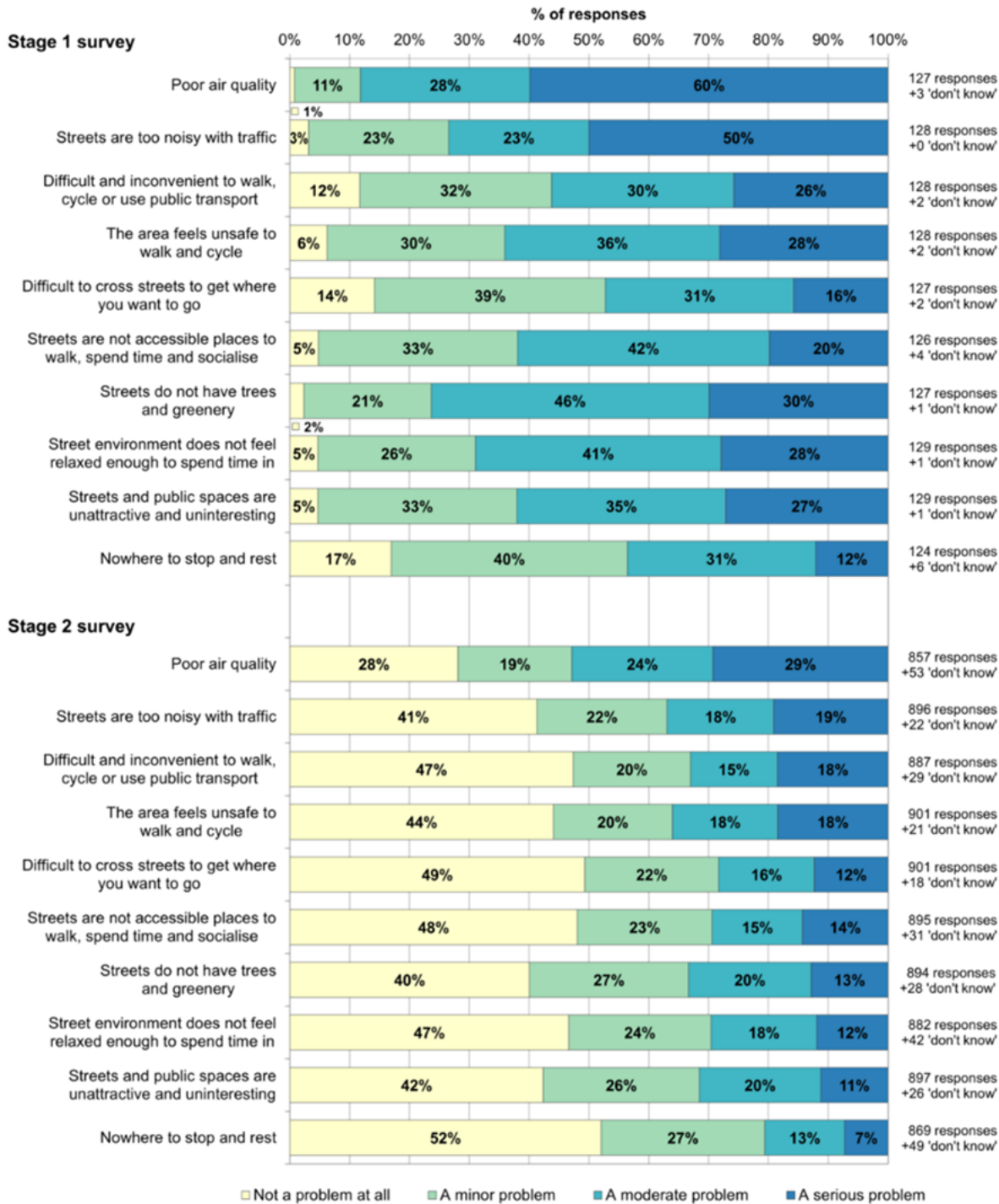
Graph note: Neighbourhood features are ranked by the percentage of respondents who said each feature is a 'moderate problem' or 'serious problem' in S2. The features are listed in the same order for S1. The number of respondents who answered 'don't know/no opinion' are shown in the chart notes and excluded from the percentages.

**EBLN perception survey stages 1 and 2**  
**How much features of the local area are viewed as problems (EBLN area respondents)**



Responses to question 14: Thinking about your current experiences of your street/local area, how much of a problem do you think the following things are?

**EBLN perception survey stages 1 and 2**  
**How much features of the local area are viewed as problems**  
**(EBLN - Barton Hill and Redfield)**



Responses to question 14: Thinking about your current experiences of your street/local area, how much of a problem do you think the following things are?

## Q15: What would encourage you to choose walking, cycling and public transport for more of your everyday journeys?

This question asked respondents which initiatives would encourage them to choose more sustainable modes of transport.

- Free bus tickets was most popular, with 30% of respondents selecting this.
- Of the respondents who said 'other', 48% said nothing would encourage them, 24% mentioned better public transport and 14% said better cycling infrastructure. 3% of respondents mentioned accessibility/disability in their response.

