

Refer to [EqIA Step by Step Guide](#) for advice on completing this assessment

Title: East Bristol Liveable Neighbourhood Permanent Scheme	
Type of proposal: Other	Status: Already exists
Directorate: Growth and Regeneration	Lead Officer name: Adam Crowther
Service Area: Economy of Place – City Transport	Lead Officer role: Head of City Transport (form completed by the Transport Bidding, Policy & Strategic Projects Team)

Step 1: What do we want to do?

What is the purpose of the proposal?

A Liveable Neighbourhood is an area of a city that is more people-centred and 'liveable'. Liveable Neighbourhood schemes aim to create safe, healthy, inclusive, and attractive places where everyone can breathe clean air, have access to green spaces, and feel a part of a community. As well as prioritising community wellbeing over through-traffic, these schemes set out to encourage sustainable travel by making it easier to walk, wheel (such as using a wheelchair or mobility scooter), cycle or use public transport.

East Bristol is the first Liveable Neighbourhood scheme to be trialled in Bristol. The trial area, which includes Barton Hill and parts of Redfield and St George, south of Church Road, is outlined on the map below:



The locally adopted [Local Walking and Cycling Infrastructure Plan \(LCWIP\)](#) identified parallel streets (Beaufort Road/Victoria Avenue) to Church Road (A420), in the inner east of the city (and within the above red line boundary) as a priority route for investment to induce modal shift to more sustainable modes. Due to the constraints of the narrow streets, traffic reduction was considered the most effective way of improving the route in line with recent government guidance Local Transport Note (LTN) 1/20. LTN 1/20. That guidance can be viewed here: [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](#)

Similar types of schemes across the country had also demonstrated the positive outcomes (e.g. for health) that schemes such as this tend to bring.

By taking a holistic view to an area-wide treatment, a range of additional benefits can be delivered in addition to walking and cycling upgrades, e.g. improved public realm such as street trees and pocket parks. The idea being to maximise benefits of the new infrastructure and ensure the local community is well-equipped to make positive behavioural change. Reducing through traffic in the area is intended to reduce the displacement of traffic onto neighbouring streets.

Trial measures included:

- Reallocation of road space for the benefit of pedestrians and cyclists
- Partial and full road closures, including the use of modal filters (a road design that restricts certain types of vehicles) such as bus gates
- Extensive greening (planters, parklets)

Alongside the trial, 15 cycle hangars have been provided (with an additional 5 delivered in the scheme area by a citywide programme); and a cultural programme, including large surface public artwork and the 'activation' of public realm areas, has been delivered.

Now that the trial scheme has been in place for some time, we are assessing it to decide whether it should be made permanent. Analysing traffic and other data is key to this, along with auditing layouts from an accessibility perspective and gauging people's views.

Making the scheme permanent would enable improvements such as:

- Optimisation of road space reallocation
- Installation of permanent infrastructure, which would maximise benefits (e.g. accessibility enhancements such as more dropped kerbs) and eliminate issues that are inherent with temporary infrastructure (e.g. planters being movable, motorists sometimes technically being able to drive on pavements to get around planters)
- Permanent planting (trees, low-level planting), and the long-term benefits that would bring
- Other enhanced and additional public realm provision

Objectives of the EBLN scheme are as follows:

- Reduce and slow local starting and finishing trips and remove through traffic.
- Increase physical activity through walking and cycling.
- Reduce inequalities in residents' abilities to access walking, cycling and sustainable transport options.
- Improve connections to green spaces, particularly for areas of high deprivation.
- Improve satisfaction and sense of belonging with the local area through reduced social isolation and improved local environment.
- Increase walking and cycling trips to local high streets to support local businesses.
- Increase the tree canopy in areas with a high HVI score.
- Have a neutral impact in the long-term on the negative impacts of traffic in the neighbourhood such as congestion and environmental impacts.
- Improve perceptions of safety for cyclists and pedestrians in the project area.

Bristol City Council has an objective of reducing personal car miles by 40 per cent by 2030 to meet climate targets. Liveable Neighbourhoods are key to achieving elements of Bristol's transport, health and sustainability targets, as well as the realisation of Bristol's longer-term [Transport Strategy](#).

Bristol's strong, engaged, and diverse communities are what make the city an attractive place to live, work and study. While all of Bristol's neighbourhoods are places of pride for the communities they serve, we know there is more that can be done to better meet the needs of our residents and respond to challenges we face as a city both now and in the future.

Who will be affected?

- Bristol City Council workforce Service users The wider community
 Commissioned services City partners / Stakeholder organisations

Will the proposal have an equality impact?

- Yes No

If 'Yes' complete steps 2-4 below. If 'No' explain how you know there will be no equality impact:

N/A

Step 2: What information do we have? *[complete if 'Yes' to an equality impact]*

What data or evidence is there about who could be affected?

Data / Evidence Source	Summary of what this tells us
<p>[Include a reference where known]</p> <p>Population Projections: The population of Bristol - bristol.gov.uk</p> <p>Quality of Life Survey (April 2024/25 and 2022): Microsoft Power BI and file</p>	<p>Bristol is projected to see an overall population increase of 15% between 2018 and 2043. The biggest single increase when broken down into age range is Age 75+, which is projected to be 40%. Engagement undertaken will need to ensure targeted action to reach people within this group, to help ensure appropriate solutions are delivered.</p> <p>Feedback from the Bristol Quality of Life survey showed that:</p> <ul style="list-style-type: none">• People from the most deprived areas of Bristol are significantly less satisfied with their local areas as a place to live, compared to the cities average.• Rates of people whose day-to-day life is affected by fear of crime is nearly double in the most deprived areas of the city, compared to the cities average 40.9% / 24%.• People from the most deprived areas of Bristol are 28.2% less satisfied with their local area, compared to the cities average (43.3% / 71.5%).• 19.4% less people from the most deprived areas of Bristol feel they belong to their neighbourhood, compared to the cities average of 64.8%.• 22.6% of people from the most deprived areas of Bristol have low life satisfaction, compared to the cities average of 13.8%. A difference of 8.8%. <p>These results show that people from the most deprived areas in Bristol are less satisfied across a range of indicators (including, Health & Wellbeing, Crime & Safety, Education & Skills, Sustainability & Environment) compared with the city's average.</p> <p>The proposed scheme has a range of objectives, across health and wellbeing, access to goods and services (including education and employment), and greater equity (e.g. air quality, transport, crime).</p>

Data / Evidence Source

[Include a reference where known]

Summary of what this tells us

Category 2022	Sub-Category 2022	Issues Raised	2022 Ranking	2021 Ranking	2020 Ranking
Transport	Improve Buses and/or Public Transport	819	1	1	2
Waste and street cleanliness	Litter and/or Street Cleanliness	323	2	4	6
Transport	Reduce Congestion/ less cars	276	3	2	1
Council Services	Democracy and Governance	225	4	3	5
Environment	Air Pollution	207	5	5	3
Transport	Improve Cycling Facilities	193	6	6	4
Transport	Affordability of Public Transport	167	7	16	21
Environment	Parks and Green Spaces	156	8	10	14
Community & Living	Local Community and Facilities	138	9	7	7
Housing	House Price / Rent Affordability	138	9	8	13

Of the top 10 issues raised within the 2021-2022 Quality of Life survey categories, the proposed scheme has the ability to directly or indirectly impact positively on 7 of these - not including Council services, affordability of public transport, or house price / rent affordability, although some aspects of the proposed scheme may still link to these.

Rapid Evidence Assessment: Liveable and Low Traffic Neighbourhoods

Where schemes succeed at encouraging walking and cycling, they will decrease the rates of asthma, depression, diabetes and increase life expectancy. Schemes designed to reduce speed and volume of traffic have significant impact on road injuries and crime, critical from an equity perspective, as children from lowest socio-economic groups and Black, Asian and minority ethnic groups are far more likely to be injured on road. By implementing schemes in areas with which have lower rates of physical activity, where private vehicle ownership is low (and non-local traffic is high) and where congestion and accident levels are high, options for safe active travel (amongst other interventions) will provide more inclusive infrastructure which can be accessed by a wider range of users.

Active travel schemes which include supporting infrastructure (benches, unobstructed pavements, signage, parking for blue badge holders etc) improve accessibility for all and ensure that changes make the environments they are in more inclusive, rather than changes being more restrictive. The EBLN trial scheme was developed with input from groups representing Disabled people and those with other protected characteristics, and such input has continued to be sought since then to ensure that any unforeseen negative impacts during the trial period have been considered.

By improving the quality and safety of environments for non-car drivers, liveable neighbourhoods can make local trips, such as taking children to school, visiting the doctor or local high street on foot or bicycle a more attractive and realistic option. This is particularly beneficial for those who experience transport poverty and experience the biggest negative impacts of car-oriented environments and are often under-represented in local decision making.

Ward information: [Microsoft Power BI](#)

- The Ward information database presents statistical ward profiles for each ward in Bristol. The wards that are covered by the project area are Lawrence Hill, Easton, St George West, and St George Troopers Hill. The statistics presented below cover a range of data sets showing the disparities in the project area.
- As noted above in the summary of the 'Rapid Evidence Assessment: Liveable and Low Traffic Neighbourhoods' some of the disparities across wards in the project area can, in part, be addressed by the type of measures and interventions proposed for the trial scheme. Indicators such as child obesity, premature mortality, and car availability

Data / Evidence

Source

[Include a reference where known]

Summary of what this tells us

(significantly worse or showing disparity) can be linked to the outcomes of liveable neighbourhood schemes and supporting targets for more a more equitable city.

- **Bold** = significantly worse or significantly higher than Bristol average
- **Lawrence Hill:**
- **Health:**
Healthy lifestyles:
 - 77.9% of people say they are in good health, compared to the Bristol average of 81.7%
 - **56.6%** of people do enough regular exercise each week, compared to the Bristol average of 67.3%
 - 43.3% of people are overweight or obese, compared to the Bristol average of 47.7%
 - 28.8% of people have an illness or a health condition that limits day-to-day activities at least a little, compared to Bristol's average of 24.3%
 - 22.7% of children in reception (4/5yr olds) have excess weight, compared to Bristol's average of 20.3%
 - **43.9%** of children in year 6 (10/11yr olds) have excess weight, compared to Bristol's average of 34.8%, which is the highest ward in Bristol.
- Life expectancy, 3-year averages:
 - Lawrence Hill females: 82.1, Bristol females: 82.7
 - Lawrence Hill males: **71.6**, Bristol males: 78.1. (Lawrence Hill's male life expectancy is the second lowest in Bristol)
- Premature mortality, 3-year averages:
 - All causes: *Directly age standardised rates for deaths in people aged under 75 years, per 100,000 population.*
 - Lawrence Hill: **569.1**, Bristol: 384.5. (The Lawrence Hill ward has the fourth worst cases of premature mortality in Bristol)
- **Car availability:**
 - **47.9%** of households have no cars or vans, compared with the Bristol average of 26.2%
 - Lawrence Hill is the second worst ranked ward in Bristol for average number of cars per household.
- **Child poverty:**
 - Children in low-income families 2024 –Relative child poverty rates in Lawrence Hill are **54.2%** and is the highest ranked ward in Bristol.
- **Crime:**
 - All crime (offence rate per 1,000 population): Lawrence Hill: **220.6** Bristol average: 131.8 (Lawrence Hill in the top 3 ward for all crime).
- **Social care:**
 - Clients receiving a community-based service aged 65+ (rate per 1000), Lawrence Hill: **79.8**, Bristol: 24.7. (Highest ward in Bristol).

Data / Evidence

Source

[Include a reference where known]

Summary of what this tells us

- Clients in care homes aged 65+ (rate per 1000), Lawrence Hill: **1%**, Bristol: 13.8 (second lowest ward in Bristol)
- **10.5%** of people in Lawrence Hill feel their physical health prevents them from leaving their home when they want to, compared to Bristol's 8.8%.
- **Easton:**
- **Health:**
- Healthy lifestyles:
 - 85.7% of people in Easton say they are in good health, compared to Bristol's 81.7%
 - 73.2% of people do enough regular exercise each week, compared to the Bristol average of 67.3%
 - 50.0% of people are overweight or obese, compared to the Bristol average of 47.7%
 - 25.0 % of people have an illness or a health condition that limits day-to-day activities at least a little, compared to Bristol's average of 24.3%
 - **15.9%** of children in reception (4/5yr olds) have excess weight, compared to Bristol's average of 20.3%, which is significantly higher
 - 36.9% of children in year 6 (10/11yr olds) have excess weight, compared to Bristol's average of 34.8%
- Life expectancy, 3-year averages:
 - Easton females: 81.6, Bristol females: 82.7
 - Easton males: **76.0**, Bristol males: 78.1
- Premature mortality, 3-year averages:
 - All causes: *Directly age standardised rates for deaths in people aged under 75 years, per 100,000 population.*
 - Easton: 412.6, Bristol: 384.5.
- **Car availability:**
 - 30.5% of households have no cars or vans, compared with the Bristol average of 26.2%
- **Child poverty:**
 - Children in low-income families 2024 –Relative child poverty rates in Easton are 29.4%.
- **Crime:**
 - All crime (offence rate per 1,000 population): Easton: 121, Bristol average: 131.8.
- **Social care:**
 - Clients receiving a community-based service aged 65+ (rate per 1000), Easton: 34.2, Bristol: 24.7.
 - Clients in care homes aged 65+ (rate per 1000), Easton: **32.5**, Bristol: 13.8 (third highest in Bristol)
 - 5% of people in Easton feel their physical health prevents them from leaving their home when they want to, compared to Bristol's 8.8%.
- **St George West:**
- **Health:**

Data / Evidence Source

[Include a reference where known]

Summary of what this tells us

- **Healthy lifestyles:**
 - 81.7% of people in St George West say they are in good health, the same as Bristol's 81.7% average
 - 70.3% of people do enough regular exercise each week, compared to the Bristol average of 67.3%
 - 45.0% of people are overweight or obese, compared to the Bristol average of 47.7%
 - 28.6% of people have an illness or a health condition that limits day-to-day activities at least a little, compared to Bristol's average of 24.3%
 - 18.9% of children in reception (4/5yr olds) have excess weight, compared to Bristol's average of 20.3%
 - 37.2% of children in year 6 (10/11yr olds) have excess weight, compared to Bristol's average of 34.8%
- **Life expectancy, 3-year averages:**
 - St George West females: **78.6**, Bristol females: 82.7 (worst ward in Bristol)
 - St George West males: **74.6**, Bristol males: 78.1
- **Premature mortality, 3-year averages:**
 - All causes: *Directly age standardised rates for deaths in people aged under 75 years, per 100,000 population.*
 - St George West: **615.7**, Bristol: 384.5. (second worst ward in Bristol)
- **Car availability:**
 - 27.4% of households have no cars or vans, compared with the Bristol average of 26.2%
- **Child poverty:**
 - Children in low-income families 2024– Relative child poverty rates in St George West are 19.8%.
- **Crime:**
 - All crime (offence rate per 1,000 population): St George West: 139.7, Bristol average: 131.8.
- **Social care:**
 - Clients receiving a community-based service aged 65+ (rate per 1000), St George West: 21.9, Bristol: 24.7.
 - Clients in care homes aged 65+ (rate per 1000), St George West: **33.5**, Bristol: 13.8
 - 6.7% of people in St George West feel their physical health prevents them from leaving their home when they want to, compared to Bristol's 8.8%.
- **St George Troopers Hill:**
- **Health:**
- **Healthy lifestyles:**
 - 81.2% of people in St George Troopers Hill say they are in good health, compared to Bristol's 81.7%
 - 64.2% of people do enough regular exercise each week, compared to the Bristol average of 67.3%
 - 56.4% of people are overweight or obese, compared to the Bristol average of 47.7%

Data / Evidence Source

[Include a reference where known]

Summary of what this tells us

- 16.8% of people have an illness or a health condition that limits day-to-day activities at least a little, compared to Bristol's average of 24.3%
- 17.8% of children in reception (4/5yr olds) have excess weight, compared to Bristol's average of 20.3%
- 27.4% of children in year 6 (10/11yr olds) have excess weight, compared to Bristol's average of 34.8%
- Life expectancy, 3-year averages:
 - St George Troopers Hill females: **87.9**, Bristol females: 82.7 (highest ward in Bristol)
 - St George Troopers Hill males: **83.2**, Bristol males: 78.1 (second highest ward in Bristol)
- Premature mortality, 3-year averages:
 - All causes: *Directly age standardised rates for deaths in people aged under 75 years, per 100,000 population.*
 - St George Troopers Hill: **189.9**, Bristol: 384.5. (significantly lowest ward in Bristol)
- **Car availability:**
 - **14.6%** of households have no cars or vans, compared with the Bristol average of 26.2% (third lowest ward in Bristol)
 - 46.6% of households have 1 car or van, compared to Bristol's 45.8%
- **Child poverty:**
 - Children in low-income families 24 – Relative child poverty rates in St George Troopers Hill are 11.6%.
- **Crime:**
 - All crime (offence rate per 1,000 population): St George Troopers Hill: 58.4, Bristol average: 131.8.
- **Social care:**
 - Clients receiving a community-based service aged 65+ (rate per 1000), St George Troopers Hill: **6.3**, Bristol: 24.7. this ward in the second lowest in Bristol.
 - Clients in care homes aged 65+ (rate per 1000), St George Troopers Hill: **1.8**, Bristol: 13.8 (third lowest in Bristol)
 - 14.1% of people in St George Troopers Hill feel their physical health prevents them from leaving their home when they want to, compared to Bristol's 8.8%.

Collision data:
Traffic accident
layer: [Pinpoint Plus \(bcc.lan\)](#)

Statistics for collision data in the project area shows the main clusters on the A420 (Church Road) at 4 locations. These are: Church Rd junction with Croydon St, junction with Morton St, junction with Weight Rd and the junction with Barnes St. The map below shows the cluster sites.

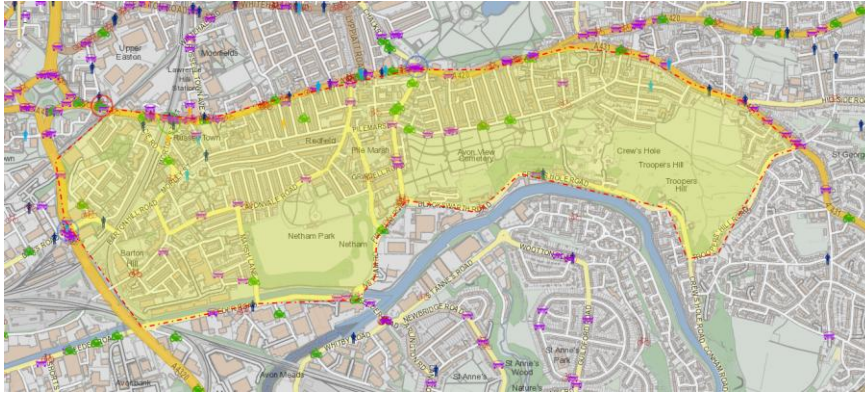


Data / Evidence Source

[Include a reference where known]

Summary of what this tells us

More specifically the map below shows specific incidents in 2023, most of which occur on the B roads:

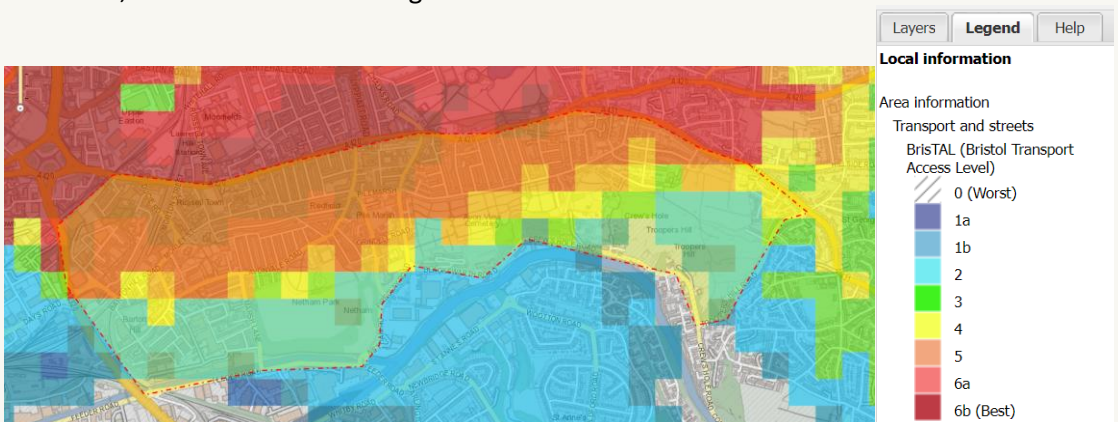


An updated 2025 map is also seen below, with collisions on Avondale Road and the A420.



Bristol Transport Access Level (BrisTAL)

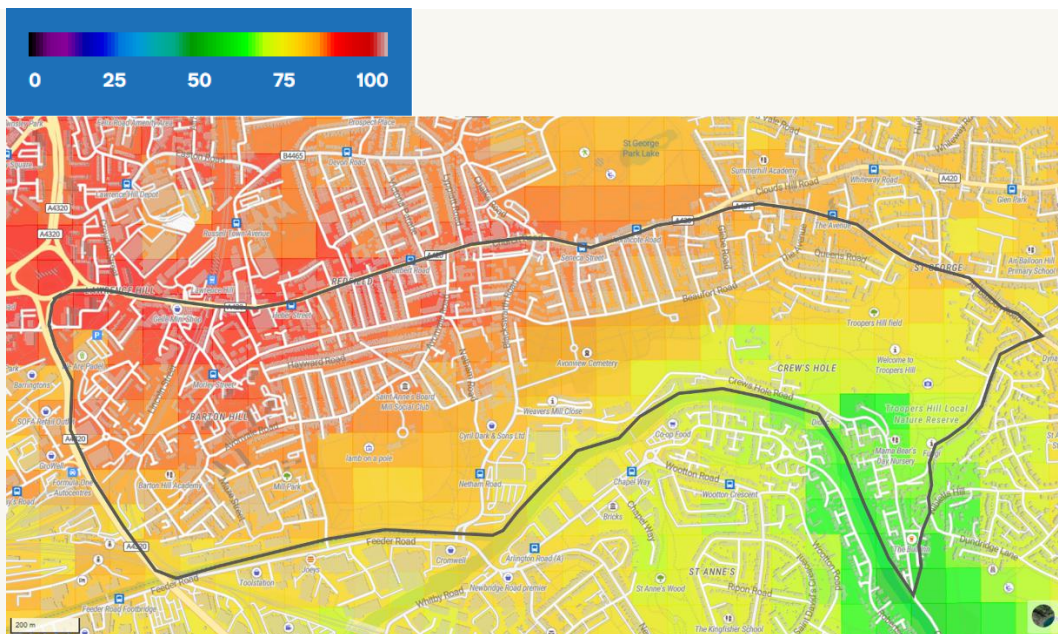
Transport access in the project area (in the below image) illustrates the more northern band of the project area is better served by transport than the middle and southern band. The BrisTAL scale ranges from 0 (worst) to 6a (best). The darker orange (below Church Rd) relates to BrisTAL number 6b, whereas the light blue surrounding the southern arc of Netham Park is number 2, with other areas scoring 4s and 5s.



Data / Evidence Source

[Include a reference where known]
Department for Transport (DtF): Connectivity Tool (2025)

Summary of what this tells us

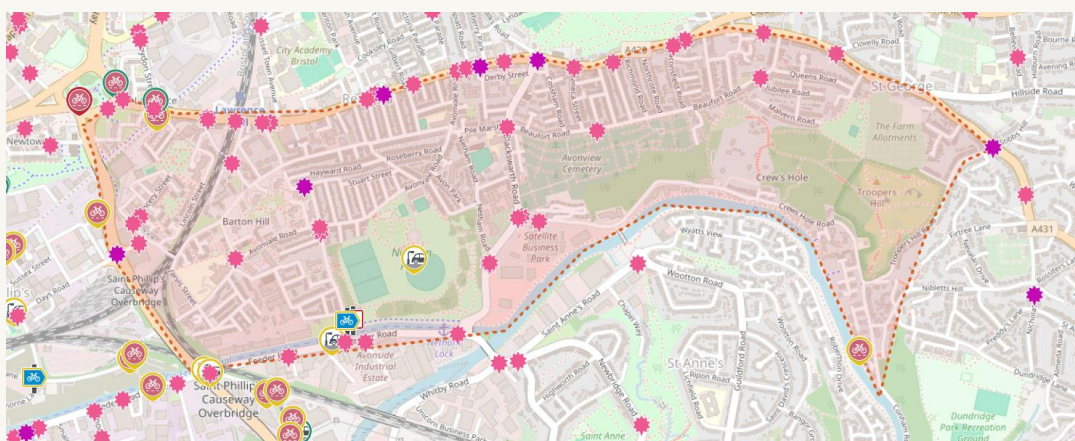


The DtF map above depicts the scoring for the EBLN area for connectivity to amenities. This score is found through measures such as public transport stops and destinations such as education, leisure, health and shopping. The lower the score, the lower the connectivity. The lowest score recorded for the EBLN area is 58 out of 100 and the highest is 85 out of 100.

Bikedata Collisions:
Department for Transport/police STATS19 (2022-2024)

The collisions within the LN mainly run along the A420 boundary road, but there are also many collisions seen in internal roads such as Blackswarth Road, Beaufort Road, Fireclay Road and Marsh Lane that have occurred within the data sets 2-year timeframe. The accidents range from 'Slight' to 'Serious' cases, no 'Fatal' collisions were reported in this time.

It should be noted that a substantial amount of slight and even serious bike collisions do go unreported, with police reports making up only 10% of all real-life events.



Beaufort Road Engagement Survey: Microsoft Word - Beaufort Road Engagement Report

Beaufort Road is situated to the south of Church Road and east of Blackswarth Road, running parallel east/west with Church Road. It is situated within the north-east of the EBLN area.

Data / Evidence

Source

[Include a reference where known]

(citizenspace.com)

/
[Beaufort Road](#)

[Engagement](#)

[Survey | Ask](#)

[Bristol](#)

[Consultation and](#)

[Engagement Hub](#)

/

[Microsoft Word -](#)

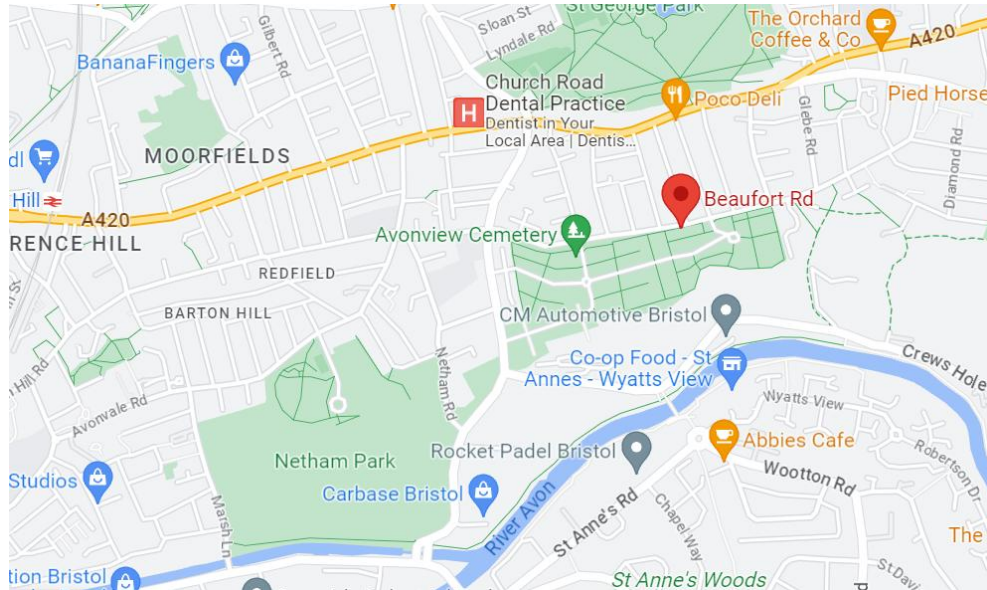
[Beaufort Road](#)

[Engagement](#)

[Report](#)

(amazonaws.com)

Summary of what this tells us



The engagement for Beaufort Road was open for six weeks from Monday 18 January 2021 and Sunday 14 February 2021. People were asked about their street environment, what they liked about the street, what they would improve and what would they prioritise. The survey captured views from residents, businesses and anyone who uses the street to help build a picture of what people would like to see improved and provide feedback on their own experiences.

People were also asked to give their views on a proposal to introduce a series of one-way restrictions on Beaufort Road. This was put forward as a suggestion to reduce the number of motorised vehicles using the road as a through route and reduce the conflict between vehicles travelling in opposing directions.

Individual responses were received via the online survey and, to ensure the survey reached as wide an audience as possible, paper copies that included a translation offer in 12 languages were posted along with a free post envelope to more than 1500 local properties. 20 posters were put up in the local area to raise awareness of the survey. Local stakeholders and community groups were also asked to help raise awareness of the survey and it was promoted via social media platforms. As COVID-19 restrictions prevented face to face engagement, the team offered virtual chats and phone appointments to anyone who didn't want to submit a written response but wanted to ask questions and provide feedback.

When asked what residents viewed as problems; 85% thought "the street being busy with traffic" was a problem, 67% thought that "traffic speeds were too high", 62% thought "the road was unsafe to cycle" and 57% thought "not having a dedicated space for cyclists" was a problem. Around 58% thought "pavements were too narrow", "air quality was poor" and "there was too much noise pollution".

In terms of priorities: 69% said they want "traffic calming measures to slow traffic", 59% want "cleaner air", 58% want "to maintain access for motorised vehicles", 56% support

Data / Evidence

Source

[Include a reference where known]

Summary of what this tells us

“changing the traffic direction for example to one way”, and 51% want to “prioritise more space for cycling”.

60% of respondents agreed or strongly agreed with the proposed scheme to amend traffic flow on Beaufort Road.

Traditionally the younger population, those from ethnic minority groups and those living in the most deprived wards are often seldom heard from. To ensure those groups and those living close to the street environment were aware of the engagement process the team sent out over 1000 paper copies of the survey with a freepost envelope to all the properties in the local area. Social media posts also targeted this area and encouraged them to respond. The stakeholders contacted at the beginning and during this engagement also represented many groups within the community and were asked to help encourage and engage members to have a say.

The following stakeholders were engaged as part of the East Bristol Liveable Neighbourhood Pilot, and many were engaged with as part of the Beaufort Road Engagement Survey. As follows:

- *Wellspring Surgery*
- *Bristol Refugee Rights*
- *Dhek Bhal*
- *Bristol Somali Community Association*
- *St Luke's Church Barton Hill*
- *Bristol Somali Resource Centre*
- *Tawfiq Masjid and Centre*
- *Barton Hill Boxing Club*
- *Learning Partnership West CiC*
- *Barton Hill Activity Club*
- *Bristol Somali Youth Voice*
- *St Luke's Church/Wellspring board of trustees*
- *St George Active Travel group*
- *St Patrick's Catholic Church and primary school*
- *Redfield Education together*
- *Barton Hill Academy*
- *Bristol Futures (PRF)*

*Note: These organisations include but are not limited to all who were engaged with as part of the East Bristol Liveable Neighbourhood Pilot, and the proceeding Beaufort Road survey.

This early engagement included a community perception survey (general survey), online interactive map, and in-person community events to gather feedback from residents and schools on what is important to the community and what the issues are for the pilot area.

Over 196 key and local stakeholders (including emergency services), 128 citywide equality, community, and faith groups, plus 6,095 households and 442 local businesses were engaged through stakeholder communications.

At the 32 community and school events organised, approximately 1,231 were given project information and 600 participated in a more meaningful way (e.g., by filling in a postcard, putting a comment on the map or completing a survey).

Co-discover stage
(January to July
2022)

[Engagement
Report](#)

Data / Evidence

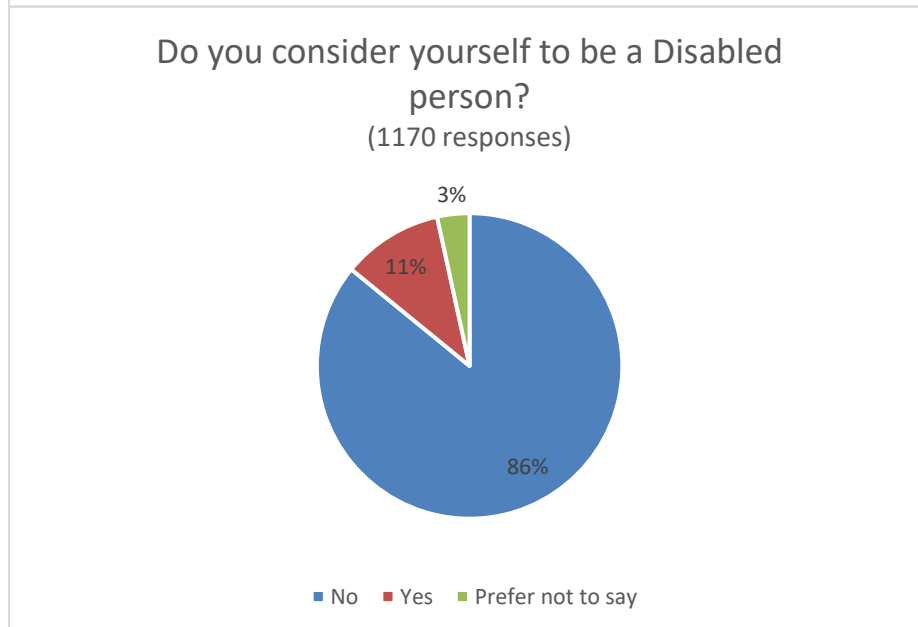
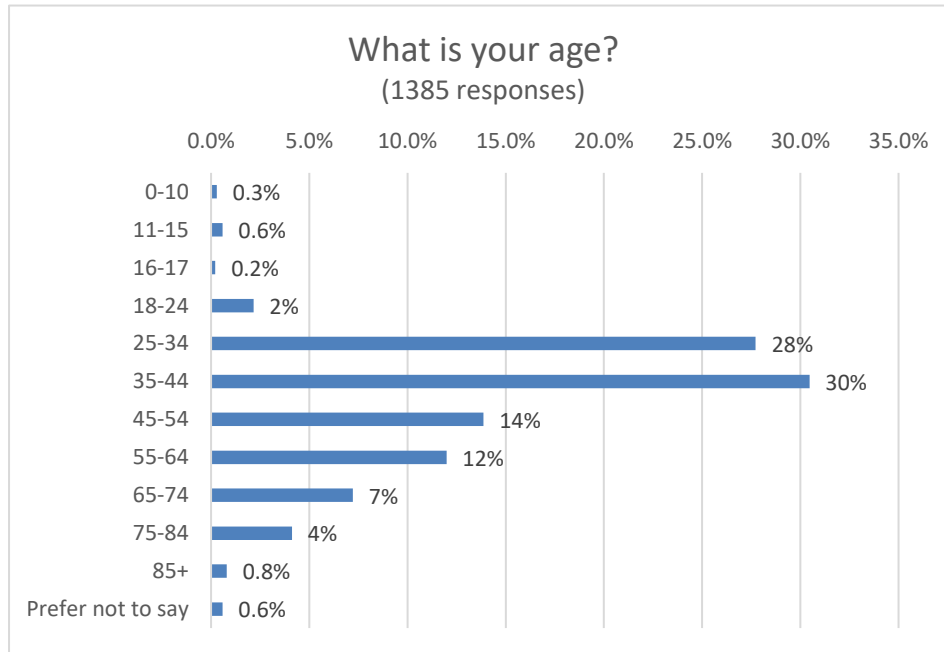
Source

[Include a reference where known]

Summary of what this tells us

Responses were received through emails, phone calls and in person and over 1,554 responses were received from the public through the community survey, and 541 comments made on the interactive map.

Findings from questions regarding demographic groups who responded to the first round of engagement are as follows:

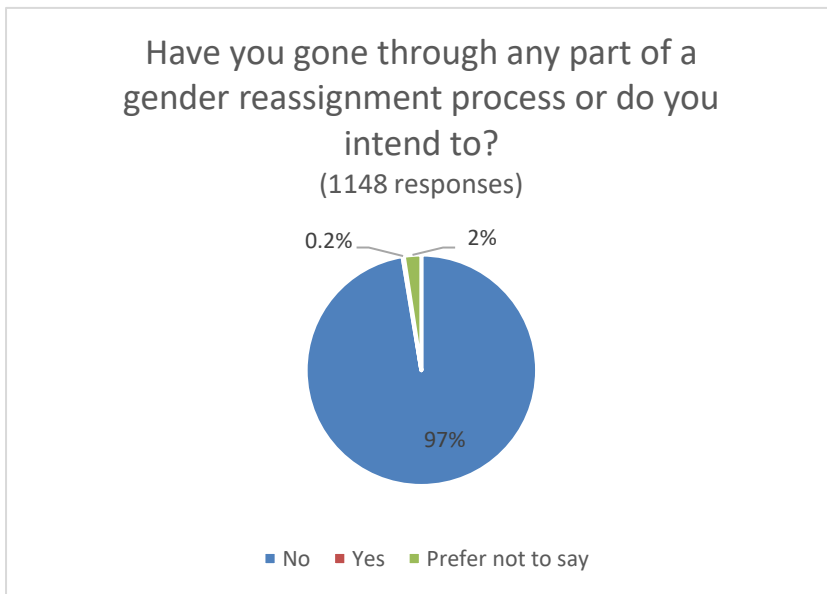
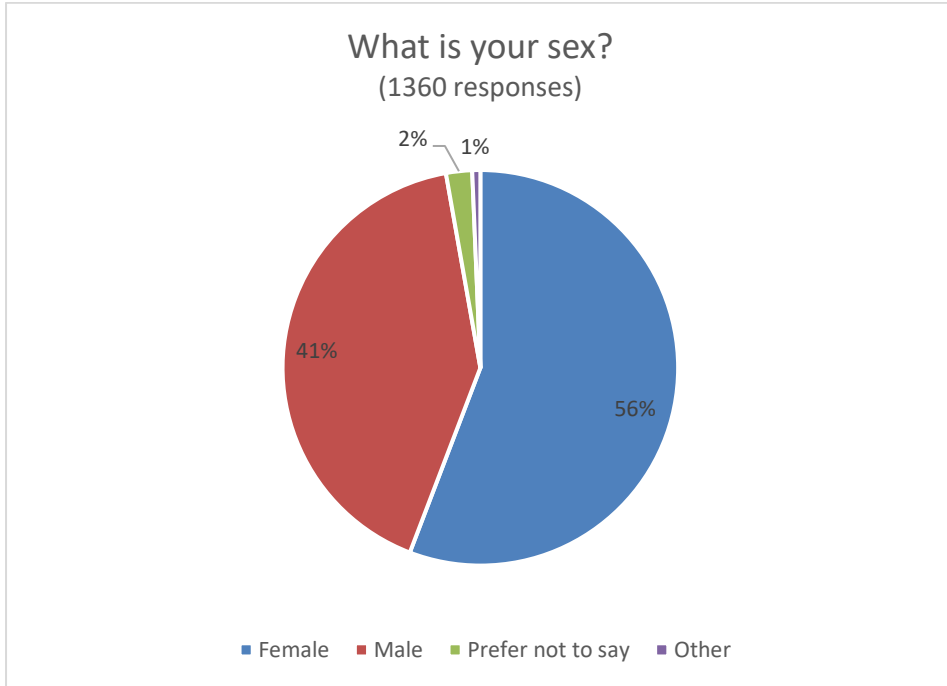


Data / Evidence

Summary of what this tells us

Source

[Include a reference where known]

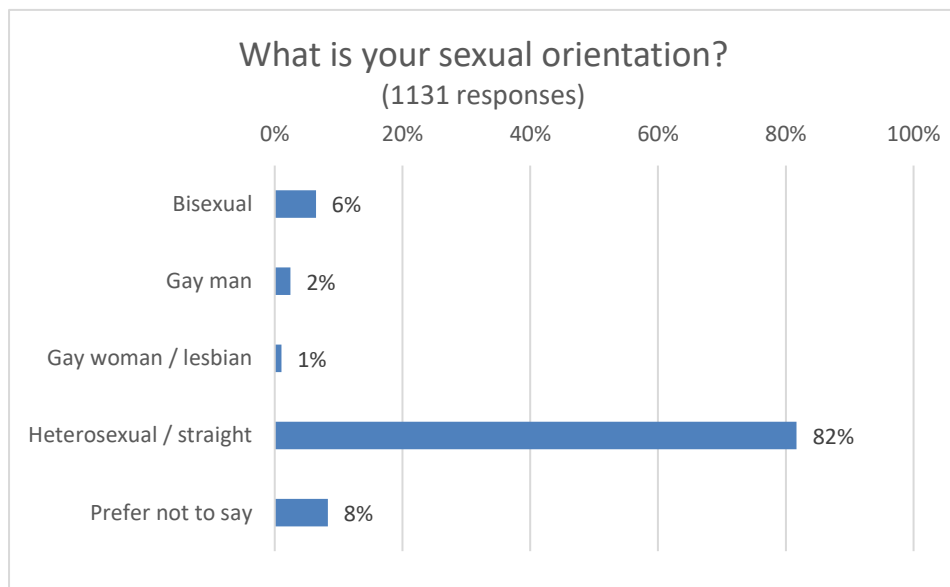
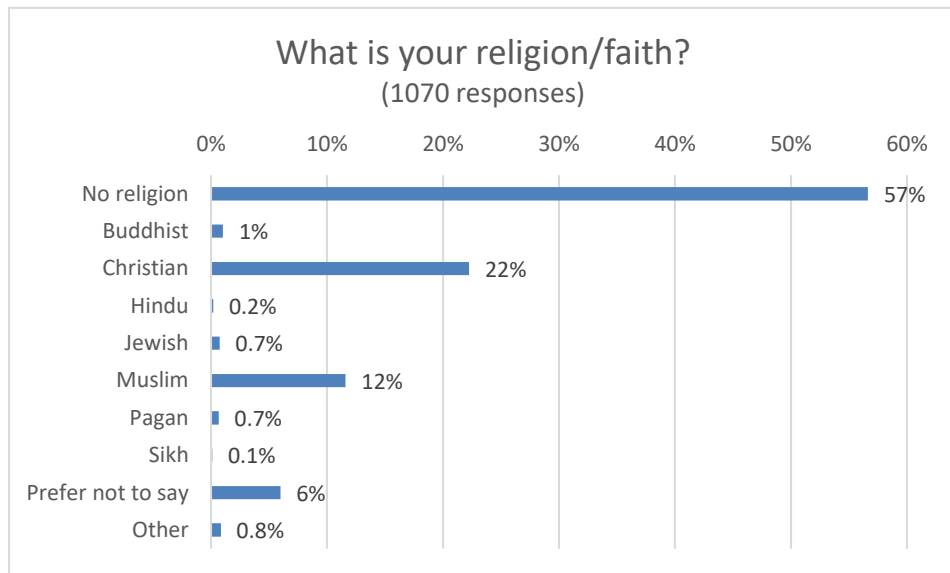
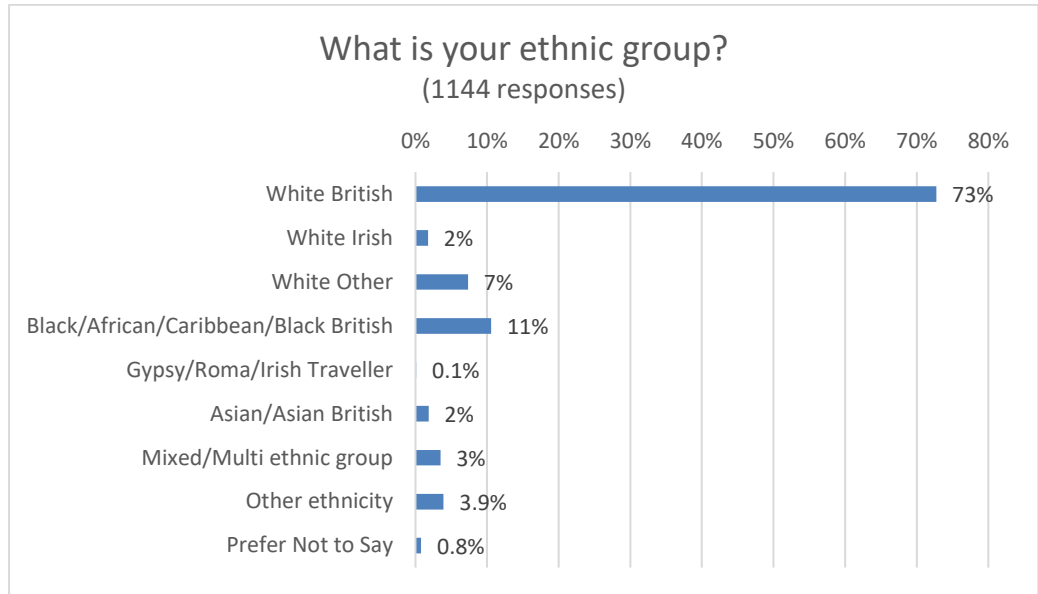


Data / Evidence

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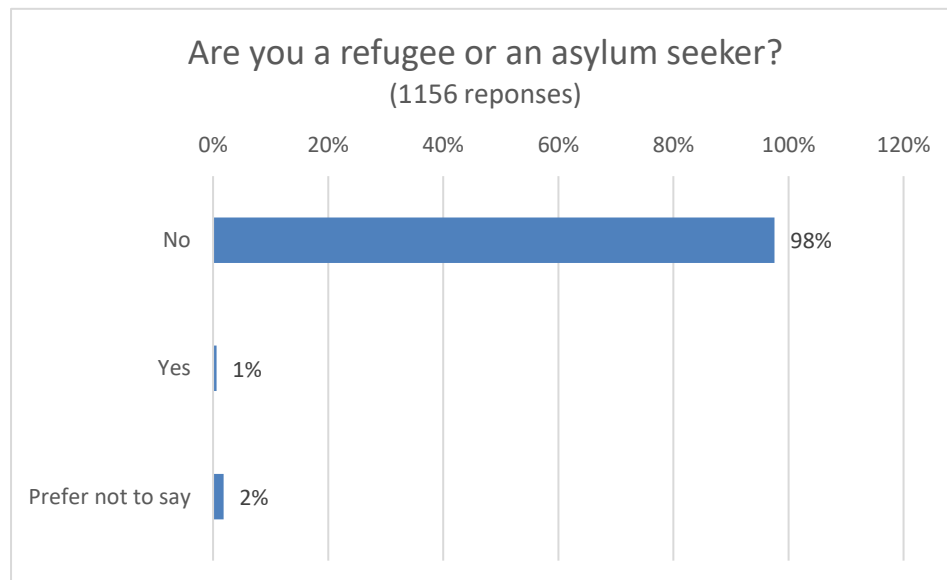
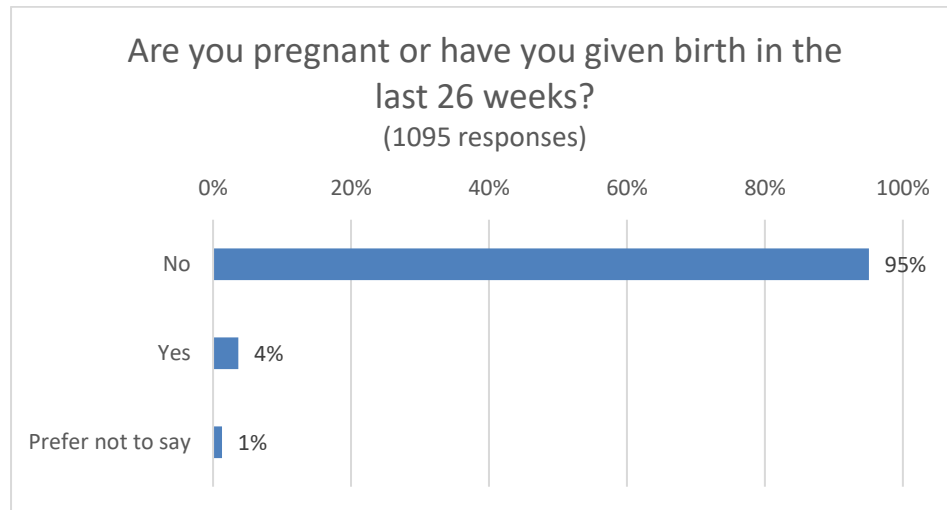


Data / Evidence

Source

[Include a reference where known]

Summary of what this tells us



It is important to note that the engagement feedback is not directly reflective of the ward data for each of the wards within the East Bristol Liveable Neighbourhood project area, as the first round of engagement focused more so on the project areas across each ward, rather than the whole of each ward. Because liveable neighbourhoods aspire to reduce severance experienced in communities and therefore follow natural boundaries such as main roads, rivers, and railways. This often means that projects do not neatly follow ward boundaries. This has presented some challenges around analysis of results and Lower Layer Super Output Areas (LSOAs) have been used as opposed to demographic data at ward level. LSOAs comprise between 400 and 1,200 households and have a usually resident population of between 1,000 and 3,000 persons. This presents a more detailed and granular picture of the engagement results.

Headline findings were as follows:

- 89% of respondents to the community survey and map said they were residents or lived inside the project area.
- The majority of respondents usually walk or cycle to the following places: community centre 83%, faith space 68%, parks and greenspaces 92%, leisure 71%, health appointments 72%, shopping and errands 67%, education 64%, work 52%.

Data / Evidence

Source

[Include a reference where known]

Summary of what this tells us

- 55% of respondents to this question walk almost every day (6-7 days a week).
- Demographic breakdown of respondents for map and community survey
- Slight majority of respondents were women (56%).
- 89% of people described themselves as 'a local resident'.
- 30% aged 35-44, 28% aged 25-34 and 14% aged 45-54.
- 11% of respondents considered themselves Disabled.

- The majority of people stated that all of the indicators are essential or of high importance to their neighbourhood.
- The top three indicators that are essential are: everyone feels safe to walk and cycle 92%, that there is good air quality 90%, and that it's easy and convenient to walk, cycle and use public transport 89%.
- The least important indicator was places to stop and rest with 56% claiming this to be essential or of high importance.

- Majority of respondents stated that each of the 10 indicators were a serious or moderate problem in their neighbourhood.
- The top three problems were: poor air quality 78%, streets too noisy with traffic 68%, and the area feels unsafe for walking and cycling 59%.
- The issue that was considered to be a minor or not a problem was whether there were places to stop and rest 45%.

- School survey top three: 120 children aged 5-8 answered adapted questions about what was important to them where they lived and what is a current issue. Top three things that were important where they lived:
 - Everyone feels safe to walk, scoot and cycle
 - It feels good to stay and play in your street
 - Easy to walk, scoot or cycle around, or to use buses

- Top three things that were current issues where they live:
 - It doesn't feel good to stay and play in the streets
 - Not enough trees or plants on the street
 - Nowhere to stop and rest

- Interactive map: On the interactive map 541 points were mapped by 225 contributors. After closing submission to the Interactive map on 14 March a total of 1,522 'agreements' were made to the point dropped on the interactive map by other visitors to the site. 85% of people who commented on the map were from the area.
 - Top five most commented upon themes:
 - Walking
 - Traffic
 - Personal safety concern
 - Street environment
 - Traffic speeds

- Top five negative feelings about area

Data / Evidence Source

[Include a reference where known]

Summary of what this tells us

- Not pedestrian friendly
- Driver behaviour
- Too much traffic
- Street feels stressful
- Difficult to cross the street
- Top five improvements suggested
 - Slow down traffic
 - Improve road safety
 - Reduce traffic
 - Safer junction for walking and cycling
 - Add crossing points
- Event postcard comments: At events, 458 postcards were filled in. The top three things that people like about their local area:
 - Parks and green spaces
 - Sense of belonging and community cohesion
 - Local amenities and activities
- What they would like to improve:
 - Road safety
 - Parks and greenspaces
 - Personal safety

Co-develop (September 2022 to March 2023) [Engagement Report](#)

This engagement stage included online briefings and in-person workshops to help people decide where design solutions should be placed across the project area. People used a design toolkit of options for providing better access to green and play space, better connections to local shops, schools and health services using public transport, walking, and cycling routes, and more social and community activity space. For example, design solutions could include safer crossings and junctions, school streets, bus gates, cycle parking, street lighting and street trees, which could be used in liveable neighbourhoods across the city.

The design toolkit, an interactive tool (AB street), online interactive maps, and in-person workshops showed people the types of solution that could be introduced and the impacts this might have on streets nearby. Solutions included being able to test out the impact of a modal filter (a road design that restricts certain types of vehicles), one-way traffic, or a bus gate on local traffic and gain greater understanding of how motor vehicles can move through an area with certain traffic restrictions. Design suggestions made at in-person workshops were added to the online maps.

Over 370 key local stakeholders, emergency services, citywide equality, community, and faith groups, plus 6,340 households and local businesses were engaged through stakeholder communications.

At the 33 community and school events 615 people were given project information, 217 contributed to the online and offline maps and 81 participated in a school classroom activity.

Data / Evidence

Source

[Include a reference where known]

Summary of what this tells us

In addition, a further 44 comments and enquiries about the project were received through emails and phone calls and there were 4,255 unique visitors to the project website during this stage of engagement.

On the main roads and local streets and community asset interactive maps, 1,695 points suggesting locations for specific design solutions were mapped (358 online and 1,337 in-person).

The objectives of this engagement were to:

- Continue to encourage people to get involved.
- Find out more about the issues (to liveability) and the opportunities.
- Find out more about the constraints that impact that location.
- Develop trial design solutions that could solve the issues identified in specific locations.
- Encourage uptake of behaviour change measures and support.

The team organised events to be inclusive and appeal to as wide an audience as possible. The events were intended to raise awareness of the project and inform how people could have their say and talk to people about what changes they would make to the neighbourhood using the options in the design toolkit. We also collected other comments people wanted to make. The events included:

- Online stakeholder briefings
- Drop-in sessions at community centres
- Pop-up information stalls with active travel support in local parks
- Dr Bike sessions
- School assemblies
- School classroom session

Traditionally younger people, ethnic minority groups, and people living in the most deprived wards are under-represented and may be less likely to engage with the council. To make sure those groups living in the project area were aware of the engagement process, the team sent out 6,340 letters to all the properties in the local area and repeated this with a reminder postcard to the same address list. Social media posts also targeted this area and encouraged them to respond. The stakeholders contacted at the beginning and during this engagement also represented many groups within the community and were asked to help encourage and engage members to have a say.

The team worked with Bristol City Council's Community Development team to coordinate Community Champions, hosted by local organisations, who were also briefed about the project and worked at events to help overcome language and cultural barriers

For young people, we invited five local schools to get involved, offering assemblies, classroom sessions, asking them to share the information in the school's communications with families. We also offered online briefing sessions to parents, staff, and school governors.

The team held pop-up in-person events (roadshow stalls) in local parks to give information about the project and ask people to get involved by adding design solutions to the map.

Data / Evidence Source

[Include a reference where known]

Summary of what this tells us

The team was aware that not everyone has access to online resources, so they put up lamppost sleeves across the project area to advertise the engagement and provide contact details in different forms. Partial translations in two other main languages spoken in the area were also displayed where possible.

On all the paper and online copies of the engagement outputs the team provided a language template so that people could get the information in a different language or in a different format. The materials also had a phone number where people could call and leave a message, ask a question, or leave a comment and someone would get back to them. An email address was provided along with a postal address, so people had a choice of how they wished to communicate. The team also offered phone surgeries and virtual meetings to allow people to speak to the team if they had any questions and queries.

Accessibility of the online engagement platform is managed by Commonplace, which uses a UserWay plug-in menu to adapt the on-screen content. The website has an icon that visitors can use to access the menu to create a view that suits their needs, such as changing the contrast, enlarging text, and spacing, highlighting hyperlinks etc. An additional development was the ability to record a voice note to make comments on the online maps, which were transcribed by the website. Stakeholders were made aware of this function through demonstrations at online briefings.

At the 33 community and school events 615 people were given project information, 81 participated in a school classroom activity, 193 contributed suggested locations for where design solutions should and 24 more people responding by showing their support by 'agreeing' with these suggestions on the online map but did not contribute their own.

In addition, a further 44 comments and enquiries about the project were received through emails and phone calls and here were 4,255 unique visitors to the project website during this stage of engagement.

Results from both in-person workshops and online commonplace mapping were combined to give the project team an understanding of what measures from the design toolkit people would like to see in their local community and in which locations.

As such, the numbers for different measures may vary and do not necessarily reflect a preference or a metric for or against different measures. Crowd sourcing ideas for design solutions from the community has provided the design team with the information required to develop a trial scheme that can be implemented with temporary materials.

On the main roads and local streets and community asset interactive maps, 1,695 points suggesting locations for specific design measures were mapped (358 online and 1,337 in-person). Most of these points were within the project boundaries, though a small number were placed in adjacent neighbourhoods. A further 701 agreements were made to suggested measures that have been placed on the maps (139 on the community assets map and 562 on the main roads and local streets map).

A total of 217 people made suggestions of where measures should be placed. Of these respondents, 93 people contributed suggested locations for measures using the online interactive maps, 100 people contributed at in-person events, and 24 people added their support to existing suggestions without contributing their own.

Data / Evidence Source

[Include a reference where known]

Summary of what this tells us

The table below shows the number of suggestions made for each design measure in the toolkit:

Main roads	
Measure	Number of suggestions received
Protected cycle track	212
Safe crossings and junction	232
Side road treatment	142
Local streets	
Measure	Number of suggestions received
Bus gate	28
Diagonal filter	11
Modal filter	124
One-way and banned turn	80
Pocket park	71
School street	45
Community assets	
Measure	Number of suggestions received
Cycle/e-scooter parking	80
Cycle hangar	112
EV charge point	43
Parklet	113
Street art	98
Street lighting	113
Street trees and planting	191
Total number of suggestions received	1,695

Trial scheme information sharing (May to June 2023)

The BCC Project Team, working with internal Engineering Design and Road Safety & Local Engineering Teams developed design options for the trial scheme. The outcome of this process was design solutions to address the issues in specific locations identified by stakeholders.

The proposed trial scheme needed to meet a range of criteria (set by the funding and reviewing bodies, being the West of England Combined Authority, the Department for Transport, and Active Travel England) e.g. removal of non-local (rat running) traffic, to be eligible to receive funding for implementation.

For the scheme to progress to a trial being implemented, internal Council Teams were required to sign off proposals from a road safety and maintenance perspective. From a funding perspective, the trial scheme needed align with detail set out within the approved Outline Business Case, which set out the anticipated benefits from the proposed trial scheme design, e.g. reduction in vehicle miles travelled, improved air quality etc.

A BCC 'Liveable Neighbourhood Handbook' also set out pre-conditions for schemes to ensure they align with wider plans and strategies regarding transport, housing, and planning.

The objective of this stage of engagement was to:

- Make the local communities aware of the trial design scheme.
- Understand any potential unintended negative impacts the proposed design could cause to the wider communities.

Data / Evidence Source

[Include a reference where known]

Summary of what this tells us

The below map was the final design proposed for the trial's implementation:



Engagement took the form of:

- In-person drop-in sessions at a range of locations across the scheme area for residents.
- Info stalls at community events and active travel roadshows.
- 'Walk abouts' with members of the community and local councillors at various locations across the scheme area.
- Visits to groups where they meet (Barton Hill History Group, Bacon Butty Banter, Café Conscious coffee morning)
- Online briefings and in-person meetings with stakeholders both citywide and local (Big Up Barton Hill Service Providers Network meeting and Community conversation at Wellspring Settlement)

Promotion was as follows:

- 6213 postcards sent to residents and businesses within the project area
- 60 posters in local shops, cafes, community centres, notice boards and library
- 200 information leaflets distributed by Wellspring Community Engagement team, including door knocking
- 375 stakeholder emails, including asking local schools to add to newsletters
- 2 Project news items sent (to emailing list & posted on website)
- Promoted posts on social media (Facebook and Instagram)

Of the in-person participation (total 639):

Data / Evidence Source

[Include a reference where known]

Summary of what this tells us

- 512 were in Barton Hill and Redfield
- 390 people attended Info sessions that we organised
- 83 people attended Walkabouts
- 79 businesses engaged via door knocked, 58 conversations with businesses of 98 attempted in the area. 442 businesses received the postcard with Info session dates

Additionally:

- 63 stakeholders briefed in sessions (local and citywide, including emergency services)
- 11,163 Website visitors
- 1724 opened E-news
- 160 emails received and responded to

Following this engagement there were some revisions to the original proposal, with the aim of mitigating some of the concerns raised by the local communities regarding access for private vehicles, care providers, and to key amenities in the area. Policy around bus gate exemptions also started to take shape.

Trial scheme statutory consultation (January to February 2024)
[Objection Report](#)

Following publication of the notice of proposals to introduce Traffic Regulation Orders, 1418 completed responses were received in total, of which 760 were objections and 427 were expressions of support.

Following consideration of objections, proposals proceeded as advertised.

Public Engagement (September to November 2025)
[Engagement Report](#)

Public engagement was undertaken in 2025, and included a perception survey and polling with the public. A full report of the engagement results can be found via the link on the left-hand column, which includes fuller details of methodology, key findings and considerations.

Perception Survey

- Questions same as pre-trial to allow for before and after comparison.
- Letter sent to all households within the EBLN boundary, inviting them to complete the survey.
- The letter included a summary of how people can have their say (e.g. through perception survey, polling and feedback through liveable neighbourhood team).
- Paper copies available at community centres in the area and on request.
- Online survey form open for all to complete (available in English, Arabic, Somali and Easy Read).
- Different formats available on request (e.g. braille, British Sign Language, a different language).

Polling

- Carried out by a fully independent company.
- A representative sample of the local population was interviewed.
- We received 296 responses, giving us a robust sample size that provides a reliable snapshot of local views.
- Interviews lasted for around 15 minutes and were carried out face-to-face.

Data / Evidence Source

[Include a reference where known]

Summary of what this tells us

- Questions were based on Department for Transport questions used for similar schemes.
- This approach is recommended by the Department for Transport as an evaluation approach for liveable neighbourhoods.

In addition to sending a letter to residents to promote the engagement, promotional material included:

- Newsletters
- Press releases
- Social media posts
- Posters

Other

- An accessibility audit carried out by WECIL (West of England Centre for Inclusive Living)
- Stakeholder liaison (e.g. with community groups, community champions, schools)
- Business engagement
- Ward councillor engagement
- Emergency services engagement
- Other targeted stakeholder engagement
- Other engagement with members of the public

In addition to informing the decision as to whether the scheme is made permanent, all of the items above are informing changes to the scheme if it *is* made permanent (along with some changes to the trial scheme layout in the interim). Please see section 4 for examples.

A Citizens' Observatory process was also undertaken, involving:

- Community workshops.
- Conversation stations – mobile device open to the public, at events, to record views from the community of their experience of the neighbourhood.
- Policy focus group – a meeting with internal officers, councillors and selected community stakeholders to discuss the approach to implementing neighbourhood changes and decision-making.
- Datathon – working with academics and partners in a controlled workshop to review existing data on the trial. This includes data provided by citizens through the Greengage app and data available to the public.

However, this was primarily focused on informing future projects rather than EBLN.

Monitoring Report (December 2025) [Monitoring Report](#)

The EBLN Monitoring Report (available to the left) presents the transport changes from pre to post trial scheme implementation. The monitoring exercise was undertaken six months after installation of the main scheme infrastructure.

The report sets out findings on various measures in relation to which data was collected in 2024, and collected again in 2025 for comparison. Measures analysed include levels of traffic, walking and cycling, both within the trial area and on the immediate external roads.

Data / Evidence Source

[Include a reference where known]

Summary of what this tells us

Analysis is broken down into two categories:

- The analysis of vehicle volumes
- Analysis of vehicle speeds

Data is collected using various methods, such as VivaCity cameras capturing numbers of pedestrians, cyclists and motorists; and TomTom data to analyse journey times. Bus data also helped to inform analysis of bus journey time reliability.

In addition to informing the decision as to whether the scheme is made permanent, monitoring findings are informing changes to the scheme if it is made permanent (along with some changes to the trial scheme layout in the interim). Please see section 4 for examples.

Golden Motion: Make Bristol The UK's Most Accessible City [ModernGov - b](#)

In October 2024, Bristol City Council unanimously approved a formal Motion to make Bristol the UK's most accessible city. Central to this commitment is full engagement and co-production with Disabled people, ensuring that all our policy committees collaborate with local Disabled people led groups to identify and implement improvements.

The Motion sets ambitious goals, with a primary focus on enhancing accessibility in transport, alongside a broader commitment to equity and inclusivity. To lead this effort, the council has pledged to work closely with the Bristol Disability Equality Commission, which represents major Disabled people's organisations in the city, as well as other local Disability led organisations.

Additional comments: N/A

Do you have relevant diversity data for the following protected characteristics?

<input checked="" type="checkbox"/> Age	<input checked="" type="checkbox"/> Disability	<input checked="" type="checkbox"/> Gender Reassignment
<input type="checkbox"/> Marriage and Civil Partnership	<input checked="" type="checkbox"/> Pregnancy/Maternity	<input checked="" type="checkbox"/> Race
<input type="checkbox"/> Religion or Belief	<input checked="" type="checkbox"/> Sex	<input checked="" type="checkbox"/> Sexual Orientation

Are there any gaps in the evidence base?

While it is a challenge to engage with all our citizens and we know that there are some groups with seldom heard voices with whom we can do a better job at engaging with, surveys do capture a credible snapshot of feeling on several key issues Bristol continues to face. Results from the Quality of Life survey, Your City Our Future (related to the Covid-19 pandemic and subsequent lockdowns) and Bristol Citizens Assembly highlighted many of the imbalances and feelings of inequality across the city and made recommendations for change, and fed into the development of the scheme outlined earlier in this document.

Engagement with local communities and representative groups for people who could be impacted by changes has been ongoing since then, to ensure that it is meaningful.

How have you involved communities and groups that could be affected?

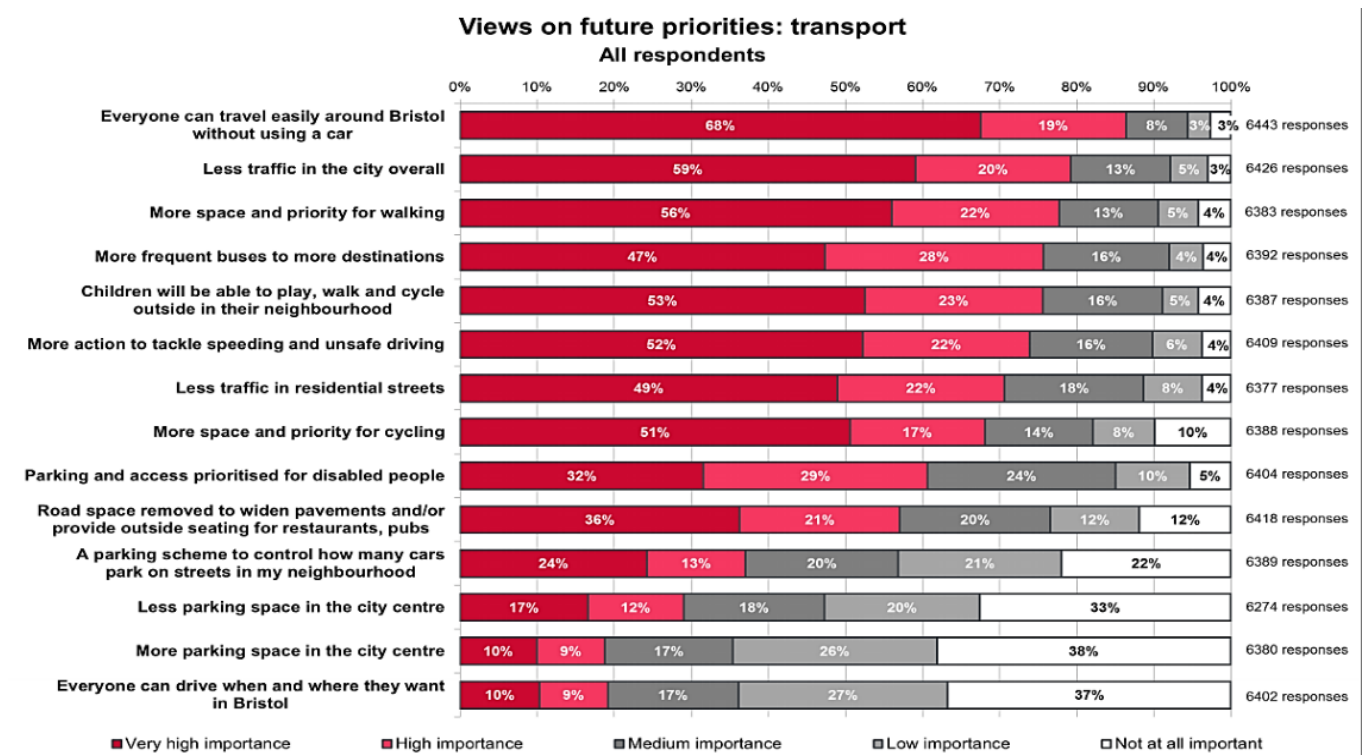
Effective engagement is about providing a platform for the community to help shape their local area, whether they are connected by geographic location, special interest, or affiliation to identify and address issues affecting their well-being.

The overall purpose of engaging (in the context of this EqlA) is to understand the barriers faced by people in accessing a range of amenities (e.g., employment, education, healthcare), the impacts caused by transport, and to find out how they can be addressed to ensure that all stakeholders (residents, local groups, businesses, and educational institutions) are able to access goods and services in an equitable and sustainable way.

Interventions prioritise active and sustainable travel options, and interventions are intended to make them the preferred choice of travel for those who can travel in these ways. We have engaged and worked with groups representing people with protected characteristics to ensure we understand the issues faced by people in the pre-existing environments and how the types of interventions proposed throughout the development process would impact these groups.

Citywide consultations were undertaken prior to the inception of the scheme, including:

- Citizens Assembly (January 2020), which demonstrated the appetite for transformative neighbourhood improvements with over 90% of the panel supporting the following recommendations:
 - *Fundamentally reimagine the places we live so that they are people centred (i.e. create liveable neighbourhoods)*
 - *Developing a pilot program to showcase what could be achieved if a citywide approach to being carbon neutral was taken received.*
 - *Empower local communities in the decision-making process to deliver the services and activities that they want to promote healthy lifestyle choices.*
- “Your City our Future” survey (August - September 2020), which suggested strong support for more ‘liveable’ and multi-functional neighbourhoods as highlighted by the graph below:



The EBLN trial scheme was developed and delivered in the following manner (further detail on each stage has been provided previously in this document):

- January to July 2022: “Co-discover” phase. Understanding what people love and what they would change in their neighbourhood. Mapping the current barriers to a more liveable neighbourhood.
- September 2022 to March 2023: “Co-develop” phase. Gathering detailed community aspirations utilising the design toolkit to help shape the Liveable Neighbourhood.

- May to June 2023: Trial scheme information sharing. Sharing the plan, including a map, for the liveable neighbourhood that was developed with the community.
- January to February 2024: Trial scheme statutory consultation. This was the legal process for creating Traffic Regulation Orders to make changes to the highway.
- October 2024 to April 2025: Trial scheme implementation (main measures installed by this point).
- Public engagement: September to November 2025: Public engagement (including a perception survey and independent polling); alongside production of a Monitoring Report (in line with the project's [Monitoring Strategy](#)) and an accessibility audit from WECIL (West of England Centre for Inclusive Living).

A range of bus gate exemptions (for Blue Badge holders, those with Disabled tax class vehicles and professional carers working in residents' homes) were also put in place, defined in no small part by public feedback; along with a range of travel offers (including support for low income households and children with a personal travel budget, First Bus vouchers to encourage sustainable travel and personalised travel planning). Please note: The exemptions policy is being reviewed separately to the main project because it is a wider strategic matter, and exemptions might change if the scheme is made permanent.

Other infrastructure changes have occurred during the development of the scheme. As of December 2025, this is now set to include the removal/amendment of some modal filter locations to increase accessibility, based on engagement with the public and stakeholders such as emergency services.

As detailed in the 'Public Engagement (September to November 2025)' section, to ensure that the engagement process was inclusive, it included the following:

- Online survey form available in Arabic, Somali and Easy Read
- Paper copies of questionnaire available at community centres
- Different questionnaire formats available on request (e.g. braille, British Sign Language, a different language)
- An accessibility audit carried out by WECIL (West of England Centre for Inclusive Living)
- Liaison with stakeholders including:
 - Cabinet members, ward councillors, emergency services, community champions (such as paid professionals, community animateurs and connectors from local organisations as well as active residents)
 - Accessibility and equality groups such as West of England Centre for Inclusive Living
 - Internal stakeholders/project teams
 - Local campaign and community groups
 - Local businesses, shops and local services, such as GP surgeries and waste collection
 - Schools and other educational establishments
- Other engagement with members of the public (emails, formal complaints)
- A single point of contact – transport.engagement@bristol.gov.uk / 0117 9036449
- Dedicated officers who will work with seldom heard groups

How will engagement with stakeholders continue?

Up to date information will continue to be available online at <https://www.bristol.gov.uk/ask/projects/east-bristol-liveable-neighbourhood> and the Project Team will be contactable at : liveablenighbourhoods@bristol.gov.uk

Our outreach and behaviour change programme, which offers bike loans, personalised journeys and cycle training and bike maintenance courses, is ongoing.

If it is decided to make the scheme permanent, there will be statutory consultation on specific (Traffic Regulation Order-dependent) changes to the scheme, such as any changes to parking, double yellow lines or modal filters (noting that existing modal filters are already covered by permanent TROs).

We would also plan to carry out further targeted community engagement to inform final layouts of proposals for some public spaces.

Engagement would be going throughout delivery of the proposed permanent scheme.

A second programme of public artwork and cultural activities might also be delivered following completion of the EBLN project, by the Arts Development team, subject to funding for that being identified, which would involve further engagement with communities across the area.

There could also be an 'EBLN Phase 2'/other project to follow the current EBLN project, subject to funding and resource for such a project being identified, which could potentially deliver additional measures that the current project is unable to deliver owing to time, resource and budget constraints.

Post-scheme monitoring and evaluation activity would include a survey for residents.

Step 3: Who might the proposal impact? *[complete if 'Yes' to an equality impact]*

Could the proposal affect people disproportionately because of their characteristics?

GENERAL COMMENTS

Bristol and its citizens face many challenges over the next decade such as, inequalities, a shortage of affordable housing, the Climate Emergency and Ecological devastation. The One-City Strategy sets several goals on how these challenges can be met with the urgency that is required. Sustainable and active travel play a key role in creating a healthier city that unlocks the potential of its communities whilst ensuring that people are not left behind with economic growth and regeneration.

Sustainable and Active Travel requires significant investment in infrastructure to re-allocate road space and provide conditions that encourage people to make short journeys by sustainable modes where appropriate. This level of change will impact citizens in across the city in different ways. It is essential that less heard voices and communities with protected characteristics are involved in helping to re-design the city and transport network so that Bristol can meet its climate and ecological targets whilst working as well as it can do for those who may have specific transport needs.

The programme of work varies in its approach to delivering sustainable and active travel improvements. These can broadly be split into the following approaches which could be installed as part of an area wide liveable neighbourhood scheme:

- Protected cycle tracks on streets with a high vehicle flow.
- Point closures/modal filters (traffic management measures that limit which modes of transport can pass through a specific point on a road) in neighbourhoods to reduce through traffic and create an environment that makes short trips by walking and cycling safer and more attractive.
- Protected traffic signal junctions to increase priority and safety for people walking and cycling, often considered to be the most vulnerable road users.
- Changes to vehicle priority, such as pedestrianisation, timed closures to vehicles (school streets) or one-ways with contra flow cycling.

The prevalent theme that connects these potential interventions is that it will change and influence how people move around the city and access services. As such the changes are likely to impact all people across the city, and in particular those who's journey's start, pause or end within the project area, including those with protected characteristics. However, the changes also present significant opportunities for all which hopes to address inequalities and improve inclusion.

Overall, the scheme aims to have positive impacts for all groups with protected characteristics. If the scheme was not to proceed the existing negative impacts (listed below) are likely to worsen e.g., increase in vehicle miles on residential streets, resulting in poorer air quality, higher rates of collisions and health, which evidence shows disproportionately impacts on black and minority ethnic groups.

Some mitigations in response to the proposed trial scheme aim to reduce potentially negative impacts on specific groups e.g., exemptions for certain vehicles mean they can travel through the bus gates without receiving a fine. Furthermore, the audit completed by WECIL in autumn 2025 allowed for equitable and inclusive partnership and design.

PROTECTED CHARACTERISTICS

Age: Young People Does your analysis indicate a disproportionate impact? Yes No

Potential impacts:

- From the age of 16 onwards, the bus becomes an important tool in enabling young people to access employment and training.
- Vehicle ownership tends to be low among younger age groups partly due to the costs of learning to drive, as well as maintaining a vehicle and the associated insurance costs, making this group increasingly reliant on public transport.
- Transport affordability and availability are key challenges for younger people relying on public transport to access work, education, and other activities.
- Safety and personal security are also important aspects of the mobility experience for younger people. Younger people are more likely to be involved in crime on public transport, as both perpetrators and victims of low-level disorder and anti-social behaviour.
- Fear of antisocial behaviour on the part of younger people (rightly or wrongly), and lack of perceived safety when using public transport can deter young people from using public transport.

Mitigations:

- Identified as a group at risk of transport poverty. Alternative transport options to the private vehicle, e.g. safer active travel routes and links to public transport will most benefit those who are unable to access private transport options.
- By prioritising bus routes through the project area (through the use of bus gates), bus travel should be more reliable and therefore be a more attractive mode of transport for young people.

Age: Older People Does your analysis indicate a disproportionate impact? Yes No

Potential impacts:

- Identified as a group at higher risk of transport poverty.
- Identified as a group at risk of poverty.
- Access to appropriate forms of transport can help older people gain access to goods, services, employment, and other activities, with public transport playing a crucial role in remaining connected and maintain independency when older people are unable to drive.
- Older people are more likely to be Disabled or have a long-term health problem that can affect their ability to use transport, including mobility impairments, hearing impairments and cognitive impairments.
- Some older people may find it more difficult to find accurate and up to date pre-travel information, including timetables, the availability of accessible infrastructure (such as Disabled parking), and information about ticketing and staff availability when using public transport due to increasing reliance of digital platforms.
- Evidence also suggests that older people are not as likely as younger people to be users of new technology and many choose to use familiar technology, such as TV or radio, to access information.

- There is evidence that older people are less likely to feel confident in using digital services required to undertake travel such as touch-screen ticket machines, while also being less likely to use smartphones for transport planning purposes.
- Research also suggested that uptake of shared mobility services is lower amongst older people and Disabled people. This is related to barriers such as the lack of on-demand accessible options, unfamiliarity with the technology needed to book services and inability to use digital payment on a smartphone, and not being comfortable with unfamiliar ride hailing drivers.
- Volunteer transportation systems can more easily serve older and Disabled people due to higher client engagement, lower costs, and higher user familiarity with the service providers.
- Older people in the 80 to 90 age groups tend disproportionately to be women living alone.
- Ageing is linked with a reduction in car usage and driving, often caused by the worsening of physical conditions, increased stress associated with driving, car maintenance costs and less need to drive for full time work, as well as forced termination of driving due to old age.
- Some older people become more reliant on taxis and lifts from family and friends as a transport mode, providing a supplement to the publicly accessible fixed-route bus and rail system.
 - Research from Age UK has found that an improved provision of active transport (including walking and cycling) could disproportionately benefit older people. Increased provision of active transport is likely to improve the amount of physical activity, which is linked to better cognitive performance, better mental health outcomes and reduce overall morbidity and mortality.
 - Currently only 8% of men and 3% of women over the age of 65 in the UK cycle, a much lower proportion compared to both the general population in the UK and those over the age of 65 in European countries (Government Office for Science, 2018).
 - Some older people who are less mobile and less able to walk significant distances may be disproportionately impacted by the proposal.
 - Older people are more reliant on public and community transport, and more likely to be an unpaid carer.

Mitigations:

- For those who can walk, cycle, and wheel, the provision of quieter streets with less traffic will provide a more attractive environment for people to access and travel actively on.
- Improved bus priority will provide an improved transport mode for a group for which bus travel is an important means to access services, amenities, and to visit family and friends. Public transport plays a crucial role in remaining connected and maintaining independency when older people are unable to drive. However, this is only a partial mitigation for some Disabled people who still need and rely on a car.
- Older people who are Disabled or have a long-term health condition might also be more reliant on staff on public transport to help enable them to undertake a journey. Improved bus service reliability can support people to use the local services.
- Because some older people are less likely to feel confident in using digital services required to undertake travel such as touch-screen ticket machines, while also being less likely to use smartphones for transport planning purposes, ensuring up to date travel information for public transport is available is essential.
- Because some older people become more reliant on taxis and lifts from family and friends as a transport mode, providing a supplement to the publicly accessible

fixed-route bus and rail system, exemptions through the bus gates for taxis and carers will ensure this group is not disproportionately negatively impacted by the changes to streets layout.

- Improved quality in active travel options can provide disproportionately positive impacts for older people.

Disability

Potential impacts:

Does your analysis indicate a disproportionate impact? Yes No

- Undertaking an analysis of current transport trends among Disabled people it is important to note that Disabled people are not a homogenous group, their needs and abilities can vary greatly depending on the nature and severity of their impairment.
- Families that include someone with an impairment have always been at greater risk of poverty (JRF 2017: 25)
- Disabled people face a range of challenges in relation to mobility and various modes of transportation.
- Primarily, key obstacles relate to a lack of accessible infrastructure, at stops, stations, and other locations, as well as in use of vehicles themselves.
- Where people are unable to rely on public transport either due to structural barriers or because of geographical location, they are likely to increasingly rely on more expensive services such as taxis and private hire vehicles (PHVs) – affecting the affordability of travel.
- Accessible and inclusive information relating to routes and tickets is also a key challenge. Adequate information, alongside staff presence and assistance can help to make Disabled passengers feel safer when travelling, as well as making journeys easier and more stress-free.
- Active travel modes for Disabled people are reliant on well-marked shared spaces and clear pedestrian routes, where these are present, modes such as walking and cycling can have both mental and physical health benefits for Disabled people.
- Appropriate transport provision enables Disabled people to participate in their community, maintain social networks, and access employment, education, healthcare, and other services.
- The unemployment rate in the UK for Disabled people was 6.7% in 2019, despite this rate having reduced, it is still nearly double the national unemployment rate. Evidence shows that difficulty in accessing transport is the second most common barrier to work among Disabled people.
- While Disabled people tend to travel less than non-Disabled people, many are nonetheless reliant on public transport. There can be large variances in a person's travel patterns depending on their disability and its severity. For example, according to DfT's 'Disabled people's travel behaviour and attitudes to travel' report, having a learning or physical impairment correlates strongly to travel by bus. Around 60% of Disabled people have no access to a car and use the bus more than their non-Disabled counterparts (GOV, 2021). However, some Disabled people who have impairments which mean they are more dependent on a motor vehicle as a driver or passenger may be disproportionately impacted.
- Disabled people are more likely to report negative and problematic journey experiences, alongside limited awareness of viable alternatives. For some Disabled people, the attitude of staff and other passengers, as well as the unpredictability of public transport (both timings and capacity), prevents them from using public transport. For neurodiverse people, a lack of routine or unexpected events can become overwhelming, leading to high levels of stress and anxiety.
- Overcrowding at peak times can make travelling particularly difficult for those with reduced mobility and people who experience stress and anxiety in crowded places, as

fast-moving, dense crowds of people can reduce accessibility and make some passengers feel unsafe. For those people unable to stand on a moving train, there may be difficulties, even outside peak hours, in finding a seat on services which have reduced the number of seats in order to increase overall carrying capacity. This can result in increased levels of stress and anxiety associated with the use of public transport for those with reduced mobility.

- Disabled passengers often travel to, from and between legs of their journey via various transport modes, sometimes with challenges to the successful completion of the first and last mile of a journey. Challenges can include finding and using suitable parking areas when using a private vehicle for a portion of the journey, public transport connections, and differing levels of staff support (where support is available) for different legs of the journey.
- Research has found that in urban areas, active travel routes are associated with an increased perception of risk, often due to poor lighting or a lack of people using the route. This perception of crime can impact Disabled people who are at a higher risk of being a victim or witnessing a crime.
- There is a relatively low participation rate in active travel for Disabled people, research has shown that Disabled people with a range of learning and physical impairments, state that a reason for their lack of activity is due to the inaccessibility of the pedestrian environment, particularly road crossings where evidence shows they feel particularly vulnerable. The timing of crossings, a lack of working crossings and the absence of dropped kerbs are all cited as barriers, and uneven surfaces increase the chance of falling for people with reduced mobility. For wheelchair users' obstructions such as advertising boards or bins can make the pedestrian environment particularly challenging
- Air quality depletion linked to traffic exhaust emissions can have detrimental effects on certain groups of Disabled people. The British Lung Foundation states those at highest risk to air pollution effects are those already living with pre-existing health conditions, predominantly those with such lung conditions as asthma or Chronic Obstructive Pulmonary Disease (COPD).

Mitigations:

- A range of vehicles are exempt from the bus gates, to minimise impacts:
 - Residents of the liveable neighbourhood area with a Blue Badge registered to their address, they can nominate one vehicle
 - Residents of the liveable neighbourhood area with a Disabled class vehicle
 - Professional carers working in people's homes in the liveable neighbourhood area
 - Parents or carers who live within the East Bristol Liveable Neighbourhood area who receive a personal travel budget for their child with SEND
- Also allowed through the bus gates are:
 - Buses
- Emergency vehicles
 - Bicycles and e-scooters
 - Solo motorcycles
 - Taxis and private hire vehicles
 - Waste vehicles
- All infrastructure to ensure that accessibility requirements are not adversely impacted, tested by way of internal quality assurance processes and the recent WECIL audit.
- The projected reduction in vehicle miles should result in improved air quality, as well as perceived and actual safety for all groups. These reductions are likely to have a disproportionately positive impact on Disabled people.

Sex

Does your analysis indicate a disproportionate impact? Yes No

Potential impacts: Women

- Identified as a group at risk of transport poverty.
- A lack of adequate public transport creates barriers to women accessing employment and educational opportunities. This is related to their patterns of participation in the labour market.
- Since women are more likely to be in part-time work and exercise caring responsibilities that may require them to make multiple short journeys during a day, their transportation needs are not adequately met by the majority of transport services that are designed following a “hub and spoke model”.
- Having less access to private means of transport such as bicycles, motorcycles and cars, women are inclined to take work closer to home, often in the informal sector, which may limit their opportunities for finding better paid or higher skilled positions. This may be exacerbated by a limited availability of part-time work or work which fits around school hours.
- Kamruzzaman and Hine (2012) highlighted that an understanding of access to activity spaces can shed light on the gendered dynamics of social exclusion. For example, women had more transport constraints than men, as childcare constraints meant they were less likely to take longer journeys. They were also less likely to travel at night or on weekends due to perceptions of safety, stemming from a lack of transport during these periods.
- Less women (71%) across the UK hold a driving license compared to men (81%), GOV 2022. Women also tend to not have access to a car, particularly during the day as they either cannot afford one, or the family car is being used by a partner.
- In terms of affordability and availability, it might not be financially convenient for women to pay for monthly or weekly transport passes when working flexibly.
- Caring responsibilities also tend to disproportionately fall to women and often require making multiple short journeys during a day – for example, to drop off children at school, visit family members and shop for food – which creates an additional challenge if private transport is not available. In such cases public transport services may not sufficiently interconnected, requiring journeys with several changes and a long commuting time.
- When involved in a road accident, women are also more likely to fall casualties than men.
- While fewer women tend to have access to private transport, women make greater use of taxis and PHVs in comparison to men, increasing with older age. This is despite challenges around costs and affordability as well as personal safety when using a PHV or taxi as passengers can feel vulnerable and concerned due to travelling with strangers
- Feelings of personal safety and security are thus a recognised barriers to women using public transport and active transport. Thus factors that contribute to the perception of safety for active modes, such as improvements to the local environment are key to the safety of women.
- Ensuring that public transport provision is affordable and improving public transport connections, making them more reliable, would enable women to undertake better connected journeys.
- Research evidences that gender inequality in cycling is common, with low levels of cycling among women compared to men. This could be due to cultural factors that remain in place despite an increase in the promotion of active travel. Promoting gender equality and normalising cycling culturally could benefit women in increasing the numbers of those cycling regularly

Men

- Even though men tend to undertake fewer trips per year when travelling, they tend to travel further distances. Private vehicle use, and ownership is also higher amongst men, with evidence showing differences in driving habits, as well as a higher propensity to be employed in sectors that require driving, such as freight and logistics and public transport.
- Men are in fact more likely to be involved in road traffic accidents across all transport modes this is also due to their higher propensity to use certain transport modes.
- Younger men are also more likely to be road casualties.
- With pedestrians, female pedestrians account for just over half of journeys made by foot (52%), but men make up the majority of pedestrian casualties at 57% (Gov 2023).
- Younger men aged 16-19 are also more likely to be victims of crime on the public transport network compared to men of all other age groups.

Mitigations:

- The scheme design aims to improve the quality, safety, and accessibility of active travel and sustainable transport routes within the project area, which includes key destinations such as local shops, health providers, and education establishments, as well as to public transport options for longer journeys. By prioritising these types of trips, rather than ‘hub and spoke’ journeys, the daily needs of those who and not only commuters should be better met, in terms of transport access in the area.
- Caring responsibilities also tend to disproportionately fall to women. By providing exemptions for carers and parents with SEND children, the impacts of the bus gates will be removed.
- The area wide treatment of model filters is intended, in part, to promote active travel within the scheme area. For people who do not have access to a private vehicle, walking, cycling, and wheeling are intended to be more attractive options for parents with young children, e.g. trips to school.
- The provision of improved infrastructure to support cycling should have a positive impact on women, who have lower levels of uptake compared to men.

Sexual orientation
Potential impacts:

Does your analysis indicate a disproportionate impact? Yes No

- As with religious and faith and other protected characteristic groups, safety and security – and perceptions of safety and security – when using public spaces, and public transport, is a key issue for lesbian, gay and bisexual (LGB) people.
- Improvements in all aspects of transport safety, including transport infrastructure that ensures journeys can be undertaken in a safe, reliable, and efficient manner, would improve feelings of personal safety and present a beneficial opportunity to all vulnerable groups when travelling, including LGB people.
- It is not considered that the scheme will have an adverse impact on people because of their sexual orientation.

Mitigations:

N/A

**Pregnancy /
Maternity**

Potential impacts:

Does your analysis indicate a disproportionate impact? Yes No

- Public transport plays a fundamental role in supporting social inclusion for many parents with young children, and parents with young children have been identified as a group that is particularly vulnerable to social isolation.
- Evidence also suggests that, when private transport is available, parents with young children might chose it as a preferred transport method due to its convenience and perceived safety.

- Similar to Disabled people, and older people, the accessibility and design of physical spaces can also affect pregnant people and parents' ability to travel freely with small children, especially if using pushchairs.
- Provision of better physical accessibility of public transport, as well as availability of public transport services for all, would contribute to meeting parents' travel needs – which may differ from travel patterns planned around working life – would enable this group to undertake more comfortable journeys while also responding to their needs and avoiding the risks of social isolation and severance.
- Exposure to poor air quality and pollutants can also affect foetal development and cause low birth weights, premature births as well as stillbirth and miscarriage, as well as having long-lasting effects on the health of babies.

Mitigations:

- The projected reduction in vehicle miles should result in improved air quality, as well as perceived and actual safety for all groups. These reductions are likely to have a disproportionately positive impact on people who are pregnant.
- The accessibility and design of physical spaces can also affect pregnant people and parents' ability to travel freely with small children, especially if using pushchairs. By prioritising active and sustainable modes of transport, the scheme is intended to provide improved actual, as well as perceived safety.

Gender reassignment

Does your analysis indicate a disproportionate impact? Yes No

Potential impacts:

It is not considered that the proposed trial scheme will have an adverse impact on people because of gender reassignment.

Mitigations:

N/A

Race

Does your analysis indicate a disproportionate impact? Yes No

Potential impacts:

- Black, Asian, and minority ethnic households consistently have the highest rates of poverty, and White British households have the lowest.
- Adults from Asian, Black, or other ethnic groups took substantially fewer trips per person in 2017 than those from white or mixed groups.
- In 2020 unemployment rates for people from Black, Asian and minority ethnic backgrounds are nearly twice those of people from White backgrounds.
- Data from Joseph Rowntree also shows that people from a Black, Asian and minority ethnic background are overrepresented in shift work.
- Access to transport for some people is tied closely to geography, and infrequent public transport services, particularly in the evening and at weekends, can impact the type of employment people are able to access and can, for example, affect the ability to undertake shift work. Research has found that this was particularly the case for ethnic minority groups concentrated in more deprived areas.
- There is some disparity when looking at figures for people from a Black, Asian and minority ethnic background in relation to walking and cycling. DfT walking and cycling statistics suggest that people from a mixed ethnicity background were most likely to walk for travel once a week.
- In terms of cycling, DfT data suggests that Black and Asian adults are least likely to cycle.
- It has been highlighted in research that people from a Black, Asian and minority ethnic background fear racial attacks when using public transport, thus potentially causing a barrier to their use of transport networks.
- Higher level of air pollution exposure is linked to the high proportion of Black, Asian and minority ethnic communities living in densely populated urban areas where air pollution is highest.

Mitigations:

- By providing safe, accessible, and direct infrastructure to support and prioritise active and sustainable modes of travel, people from Black, Asian, and minority ethnic groups can be disproportionately positively impacted by regarding the uptake of these modes, given they are currently disparity in comparison with white groups.

Religion or Belief

Does your analysis indicate a disproportionate impact? Yes No

Potential impacts:

- Safety, and perceptions of safety, are particularly important for a number of groups when using the pedestrian environment and public transport. This includes people from particular religious or faith communities, for whom concern about hate crime is a particular issue.
- In some cases, older generations may not have English as a first language, while younger generations may have a large number of children. Barriers faced for people with multiple children include cost, journey planning and ease.
- The geographical distribution of faith schools means that younger people at these schools may have to travel further distances to access a particular school.
- It is not considered that the proposed trial scheme will have an adverse impact on people because of their religion or belief.

Mitigations:

N/A

Marriage & civil partnership

Does your analysis indicate a disproportionate impact? Yes No

Potential impacts:

- There is no current evidence to suggest that this protected characteristic group might experience transport differently as a result of the trial scheme being implemented.

Mitigations:

N/A

OTHER RELEVANT CHARACTERISTICS

Socio-economic (deprivation)

Does your analysis indicate a disproportionate impact? Yes No

Potential impacts:

- People who depend more on the bus network for work tend to be lower paid, live in more deprived areas, and are more likely to turn down jobs due to transport issues, than those on higher incomes, who tend to use cars and trains more often.
- Income was found to be one of the defining aspects of socio-economic inequality. Transport costs and affordability are central to the impact of transport on inequality. If transport is too expensive, then people are not able to make the journeys they need to get into work or move into education and training that could improve their prospects.
- Key vehicles for addressing poverty include welfare and public support, education, cost of living interventions, employment, and social support (e.g., health and social care services, family relationships (Joseph Rowntree Foundation 2016).
- There is a relationship between income and type of transport used. Those on lower incomes use buses more than those on higher incomes, and those on higher incomes use cars and trains more than those on lower incomes (Department for Transport 2017). This is a result of accessibility rather than choice: buses are cheaper to use than trains, and cars are expensive to own and run.
- Those who depend more on the bus network to participate in the labour market tend to be lower paid, reside in areas of deprivation, and are more likely to turn down employment due to transport limitations.
- Cycling is regarded as a good way to widen travel horizons for lower income individuals.

- Support in paying for transport is a way in which cities can support people living in poverty to access and maintain work during higher cost-of-living pressures.
- Affordability of public transport is one of the key barriers for people living on low incomes, such as people who are unemployed, in insecure or low paid work, and people who live in deprived areas.
- People living in deprived areas are significantly more likely to use buses than other groups of people, and bus travel therefore accounts for a larger percentage of their income.
- Evidence from the Joseph Rowntree Foundation also highlights that residents in low-income neighbourhood often find commuting options constrained by unaffordable or unreliable public transport, especially when combined with the prospect of low-paid or unsecure employment. Low-income jobs such as cleaning, or security roles may require early starts or late finishes when public transport is not available. Furthermore, peripheral sites of employment, such as retail, commercial and industrial parks are hard to access using the public transport system, making people living in low-income neighbourhoods more reliant on private transport.
- There are geographical inequalities in the provision of transport and as a result differences in access to employment, healthcare, education, and other amenities occur. Often these are located in areas that already have good transport links or are due to have new transport hubs opening nearby. However, residential areas may have a wider scale of provision compared to areas of employment. The lower level of car ownership, combined with limited public transport services in many peripheral social housing estates, exacerbates issues around access to services, education, and employment.
- Evidence suggests that people living in deprived areas face unequal access to certain modes of transport. Research has found that only a small number of deprived areas are served by the rail network, instead mostly being accessible by local buses. Where there are train stations, they are often perceived as rundown and secluded, leading to feelings of fear about using them.
- People living in deprived neighbourhoods are significantly more likely to feel unsafe and believe that crime is a significant problem in the areas that they are living.
- A 2018 study into pedestrian safety revealed that children who live in deprived areas are at a greater risk of being involved in a road related accident (as both a passenger and a pedestrian) when compared to other children. Children living in the most deprived quintile are six times as likely to be involved in an accident than those living in the least deprived quintile. Rates of Killed or Seriously Injured casualties in relation to miles walked for people in the most deprived quintile is over double that of those living in the least deprived (0.58 and 0.28 casualties per million miles walked).
- There is major disparity between people living in deprived areas and communities in more affluent areas regarding the exposure of individuals to polluted air
- Public transport has the potential to increase access to employment and education, in return creating economic prosperity. However, this is based on ensuring that transport networks connect more deprived areas to centres of employment and education.
- Ensuring feelings of safety are increased will encourage more people to participate in active travel modes and use public transport that is available. Safety can be improved by the provision of quality lighting, clear sightlines, and where appropriate surveillance. Furthermore, concerns around road safety can be reduced through appropriate education, signs, and road markings amongst other things.

Mitigations:

- Given that people who depend more on the bus network for work tend to be lower paid, live in more deprived areas, and are more likely to turn down jobs due to transport issues, prioritisation of bus movement through the project area aims to positively impact on people from lower socio-economic groups, and reduce transport inequality.
- Those on lower incomes use buses more than those on higher incomes, and those on higher incomes use cars and trains more than those on lower incomes. This is a result of accessibility rather than choice: buses are cheaper to use than trains, and cars are expensive to own and run. As the trial scheme prioritises lower cost and free modes of transport (i.e., bus, walking, and cycling), the interventions aim to reduce transport inequality and the impacts of transport poverty on people's ability to access employment, education, essential services, and leisure activities.
- Access to work is greatly improved by more accessible and affordable public transport opportunities. Transport is important in obtaining a job, keeping a job, or getting a better job. Improving provision for cycling can also have a positive impact on employment opportunities.
- Lower income households have higher levels of non-car ownership – female heads of house, children, younger and older people, people from a Black, Asian and minority ethnic background and Disabled people are often concentrated in this statistic. By prioritising active and sustainable transport options, the scheme seeks to address transport poverty and reduce transport inequalities.
- Increasing promotion and provision of active transport directly benefits people who reside in deprived areas by improving the local air quality and improving their health and wellbeing. For example, obesity rates for children are highest amongst those in deprived areas.
- Through the reduction of vehicle traffic and the prioritisation of local trips being made by active and sustainable modes, evidence which shows that children who live in deprived areas are at greater risk of being involved in a road related accident (as both a passenger and a pedestrian) when compared to other children can be addressed.
- Rates of Killed or Seriously Injured casualties in relation to miles walked for people in the most deprived quintile is over double that of those living in the least deprived (0.58 and 0.28 casualties per million miles walked). By removing the ability for non-local vehicle traffic to pass through the scheme area, the interventions implemented should support a reduction in this disparity.

Care Experienced

Potential impacts:

Mitigations:

Does your analysis indicate a disproportionate impact? Yes No

Carers

Potential impacts:

Does your analysis indicate a disproportionate impact? Yes No

As with Age, Disability and Pregnancy and Maternity – policies which aim to change or limit driving or parking can have a disproportionate impact on people who are reliant on having their own transport to provide care for someone else. As a carer it is key to note that some Disabled people are more reliant on private vehicles to meet their needs.

- Being a carer can be a huge barrier to accessing services and maintaining employment. Studies show around 65% of adults have provided unpaid care for a loved one, that women have a 50% likelihood of being an unpaid carer by the age of 46 (by age 57 for men), and that young carers are often hidden and may not recognise themselves as carers (Carers UK, 2022).

Mitigations:

- Parents with SEND children and professional carers vehicles are exempt from the bus gates to minimise their impact.

Other groups

Potential impacts:

Children:

- Almost one third of children are in poverty, a greater proportion than for any other age group. This increases to nearly 50% for lone-parent families.
- The availability and affordability of transport can contribute to children's access to important resources.
- The effects of air pollution are particularly significant for the health of children.
- Children from a lower socio-economic background are also more likely to be exposed to high levels of pollution due to living in densely populated urban areas.

Mitigations:

- Active travel presents an opportunity to promote health and wellbeing among children. This is particularly important for children who are more likely to develop childhood obesity due to other characteristics, including deprivation and Black, Asian and minority ethnic background.
- Parents with SEND children are exempt from the bus gate restrictions, as are professional carers.

Does the proposal create any benefits for people based on their characteristics?

This project is very much focused on creating more equitable environments and providing safer, more accessible, and healthier transport options for all, with the infrastructure delivered helping to support improved mental and physical health outcomes.

Specifics have been set out in the section above.

Step 4: Impact *[complete if 'Yes' to an equality impact]*

Has this equality impact assessment led to any changes?

As detailed previously in this document, assessment of equalities implications has resulted changes on a range of fronts, including design (proposed permanent designs have been informed by the WECIL audit, for example) and provision of bus gate exemptions (e.g. for Blue Badge holders, those with Disabled tax class vehicles and professional carers working in residents' homes).

A raft of changes to the existing trial scheme (also being reflected in proposed designs) were announced by the BCC administration in December 2025, in response to monitoring and engagement findings, including changes to improve access for emergency services, Bristol Waste and residents (particularly those with bus gate exemptions, e.g. blue badge holders): [EBLN engagement and monitoring reports published and changes to key trial measures announced](#)

Action Plan

Improvement / action required	Responsible Officer	Timescale
EqlA to be reviewed if/when there are significant changes to the scheme or significant new information becomes available	Transport Strategy Officer	Review process to be triggered by the PM/senior management whenever appropriate during the project's lifecycle (2026-28); or by the Transport Data team/senior management during the post-project monitoring and evaluation phase (2028-31)

How will the impact of your proposal and actions be measured?

Monitoring will be ongoing beyond delivery of the scheme (assuming that it is delivered), as per the project's Monitoring Strategy. Data being monitored includes traffic counts, traffic speeds, air quality data, road safety data and feedback via engagement. A post-construction quality assurance process would also be undertaken, in addition to any such processes that might be undertaken by our funding bodies.

Step 5: Review

Equality and Inclusion Team Review
Reviewed by Equality and Inclusion Team

Date: 02/02/2026

Director Sign-Off: Alex Hearn



Date: 12/02/2026

Review by the Equality and Inclusion Team confirms there is sufficient analysis for decision makers to consider the likely equality impacts at this stage. This is not an endorsement or approval of the proposal.