

JSNA Health and Wellbeing Profile 2024/25

Promoting Healthy Urban Environments

The built and natural environment is a major determinant of physical and mental health and wellbeing. Features known to support health include infrastructure¹ to increase walking and cycling², compact neighbourhoods, public realm improvements, urban food growing, improved air quality and access to the natural environment.

The complexity of environments makes it challenging to utilise data to monitor how healthy places are.

Summary points

- Overall, Bristol scores lower than England and the South West as a 'healthy place'.
- Access to and satisfaction with parks and green spaces varies across the city, with nearly 70% of people satisfied with the quality of parks and green spaces in Bristol but only 45% in the 10% most deprived areas.
- Levels of active travel in Bristol are significantly higher than the average for England.
- In 2023, 152 people were killed or seriously injured on Bristol's roads. When expressed as casualties per billion vehicle miles this is the lowest rate compared with the English Core Cities.

Healthy Places

In 2022 ONS developed Health Index scores at national, regional and local authority levels to understand the health of the nation and is split into three domains. The most recent version covers the period from 2015 to 2021 and includes a healthy places domain, reviewing the social and environmental risk factors for health that affect the population. This includes access to green space, access to services, crime, economic working conditions and living conditions. In 2021, Bristol had an index score of 91.4, lower than England (100.8) and the South West (105.8). Bristol scored higher than England and the South West for access to services (106.5), but lower for access to green spaces (91.1), crime (88.9) and living conditions (99.8). Bristol scored higher than England but lower than the South West for economic and working conditions (104.1).

The Indices of Multiple Deprivation also includes a [Living Environment Deprivation](#) domain which includes the 'indoors' living environment measuring the quality of housing; and 'outdoors' living environment which measures air quality and road traffic accidents. In 2019, Bristol's living environment deprivation score (22.6) was higher than England (20.0).

There are many Bristol initiatives supporting the creation of healthy urban environments, including the West of England Joint Spatial Plan, Bristol Local Plan, Liveable Neighbourhoods, Bristol Transport Strategy, Bristol Green Capital Partnership, Sustainable Food City programme, Age Friendly City project, and regeneration plans.

This profile focus' on the natural and built elements of healthy places, for more information about [crime](#), [employment](#) or [housing](#) visit the relevant JSNA profiles.

¹ Public Health England 2017: [Spatial planning for health](#)

² Links between transport and health at 'Essential Evidence': <https://travelwest.info/essentialevidence>

Community

71.5% of people in Bristol are satisfied with their local area as a place to live (Quality of Life Survey 2024/25), but this varies considerably across the city, from 43.3% for people living in the 10% most deprived areas to 89.9% for people living in the 10% least deprived areas. More information on [community assets](#) is available here

Natural environment

Green spaces are recognised as an important asset for supporting health and wellbeing. Research shows that greener environments promote and protect good health, improve mental health and wellbeing and enhance quality of life for both adults and children³.

Latest data from the Monitor of Engagement with the Natural Environment (MENE) survey⁴ shows 60% of Bristol residents spend their leisure time outdoors, away from home at least once a week, compared to 65% nationally. A model which predicts the number of visits to green spaces⁵ estimates welfare values of £74m per year, although these benefits are not spread equally between socioeconomic groups.

Satisfaction can provide an indicator of the quality of parks, however the Bristol Parks and Green Space Strategy⁶ also sets out standards which can be used to monitor the quality of parks, with the quality of our green spaces having a considerable impact on the health benefits.

Accessibility to green and blue spaces can be reviewed using [Natural England's green infrastructure map](#).

69.9% of people are satisfied with the quality of parks and green spaces in Bristol (71.1% in 2023/24) but only 45.4% in the 10% most deprived areas (43.8% in 2023/24). By sub locality, satisfaction ranges from 60.9% in Inner City to 83.5% in North and West (Inner). By ward, satisfaction ranges from 39.3% in Hengrove & Whitchurch Park to 91.8% in Clifton Down (Figure 1). 53.1% of people visit a park or green space at least once a week, a decrease on the previous year (56.5%).

Equalities data:

In terms of age and gender there are no significant differences in rates of satisfaction. Disabled people and single parents are less satisfied with the quality of parks and green spaces than the Bristol average, at 61.8% and 65.9% respectively.

Only 63.6% of people of Black ethnicity are satisfied with parks and green spaces compared to 67.7% of people of Asian ethnicity, 70.8% of people of White ethnicity and 67.3% of people of mixed ethnicity.

³ Public Health England: [Improving access to greenspace: A new review for 2020](#).

⁴ MENE survey 2018/19 and published March 2020, undertaken by Natural England and Defra: [MENE](#)

⁵ Outdoor Recreation Valuation Tool (ORVal) developed by: Land, Environment, Economics & Policy Institute (LEEP) at The University of Exeter

⁶ Bristol Parks and Greenspace Strategy, 2008 ([bristol.gov.uk](#))

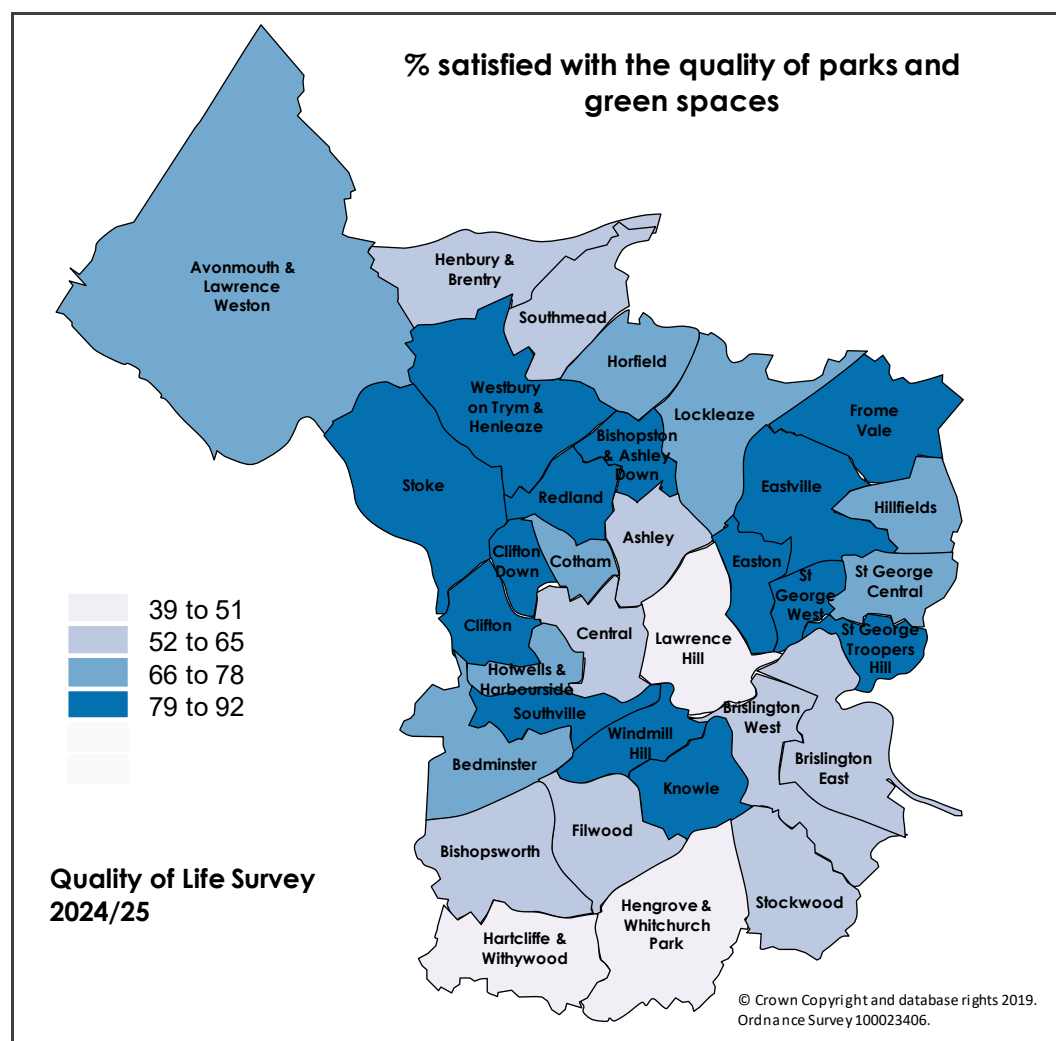


Figure 1: Bristol Quality of Life survey 2024/25

Food environment

Access to healthy, affordable food is a key determinant of health and well-being⁷. The local food system has social, economic and environmental impacts on our communities. For more information about ongoing work to support changes to the food environment and encourage healthier food consumption which is a priority across many services and programmes in the city, please visit the [Healthy Eating section](#) of the JSNA.

Transport

Transport systems and the wider environment play a key role in promoting physical activity⁸. Physical activity can be incorporated into our daily life as part of **'active travel'** which is often walking or cycling. Creating healthy places and promoting active travel is a key priority of the [Bristol Transport Strategy](#).

Levels of active travel in Bristol are significantly higher than the average for England⁹. 30.2% of adults walk for travel at least three days per week, compared to 18.6% nationally. 18.1% of

⁷ Dimpleby et al, 2020. National food strategy; part one. Available at www.nationalfoodstrategy.org

⁸ PHE, Working together to promote active travel (2016). [Working Together to Promote Active Travel A briefing for local authorities \(publishing.service.gov.uk\)](#)

⁹ [Participation in walking and cycling \(local authority rates\) - GOV.UK \(www.gov.uk\)](#) (March 2025)

adults cycle (for any purpose) at least once per week, compared to 10.1% nationally. Information about access to public transport, cycle infrastructure and car usage in Bristol is also available from [The Place Based Carbon Calculator](#) and [Pinpoint](#).

Road Traffic Injuries

Road transport can have negative impacts on health through various effects, such as air pollution and road traffic injuries.

Bristol's rate of children killed and seriously injured casualties¹⁰ for 2020-22 (6.4 per 100,000) is significantly lower than the national average (16.5 per 100,000) and the thirteenth lowest in England. In 2023, 152 people were killed or seriously injured on Bristol's roads¹¹, a rate of 107 casualties per billion vehicle miles, the lowest rate of the English Core Cities. The casualty rate for all casualties¹² was 779 per billion vehicle miles, higher than the national average of 448 per billion vehicle miles and the fourth highest amongst English Core Cities, the same position as the previous two years.

The Bristol [Safe System approach to road safety 2015-24](#) sets out the evidence-based approach for adapting the urban environment to protect vulnerable road users and communities. Many initiatives in Bristol are working to improve road safety and make streets safer for children to play, such as the [liveable neighbourhoods](#) project and playing out.

Air quality

Air pollution generated from human sources such as the combustion of fuels for heat, electricity and transport is having an adverse effect on the health of Bristol's communities.

For more information about air quality visit the [air quality JSNA section](#).

Further data / links / consultations:

- Public Health England guidance on [Healthy High Streets](#), [Whole Systems Approach to Obesity](#), [Improving access to greenspace](#), [Spatial planning for health](#)
- Climate Change & Ecological Emergency in the [Bristol One City Climate Strategy](#)

Covid-19 impact:

The Quality of Life survey data shows there was a significant increase in the satisfaction with the quality of parks and green spaces in 2020/21 compared to 2019/20 (pre-pandemic), however since then satisfaction has decreased year on year and is back to pre-pandemic levels from 2023/24. More people visited parks and green spaces at least once a week during the pandemic reflecting the lockdown rules with more and more people seeking fresh air and exercise outdoors, and whilst these numbers have decreased in the years since, they are still higher than pre-pandemic.

Date updated: March 2025

Next update due: March 2026

¹⁰ Police data, Dept. of Transport 2020-22 via PHOF (Mar 2024)

¹¹ [Fingertips | Department of Health and Social Care](#)

¹² [Road safety statistics: data tables - GOV.UK](#)