

Equality Impact Assessment [version 2.9]



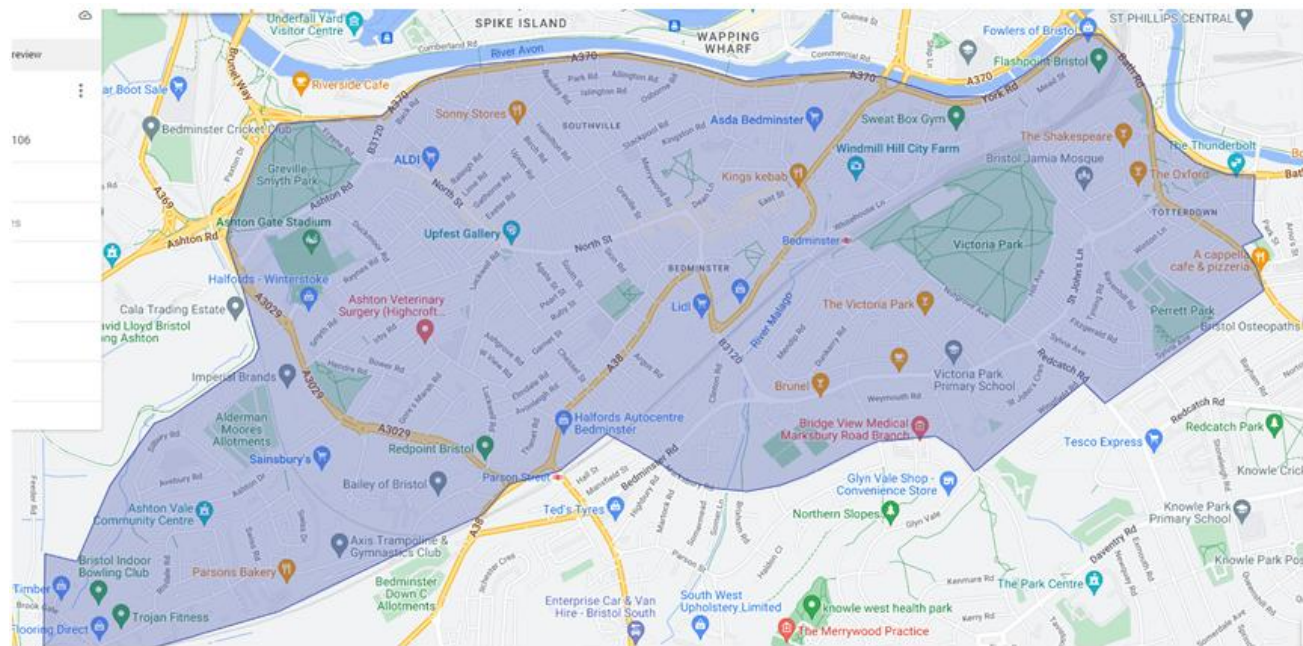
Title: South Bristol Liveable Neighbourhoods	
<input type="checkbox"/> Policy <input type="checkbox"/> Strategy <input type="checkbox"/> Function <input type="checkbox"/> Service <input checked="" type="checkbox"/> Other [please state] <i>Liveable Neighbourhood</i>	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Already exists / review <input type="checkbox"/> Changing
Directorate: Growth and Regeneration	
Service Area: Economy of Place – City Transport	

Step 1: What do we want to do?

1.1 What are the aims and objectives/purpose of this proposal?

Briefly explain the purpose of the proposal and why it is needed. Describe who it is aimed at and the intended aims / outcomes. Where known also summarise the key actions you plan to undertake. Please use plain English, avoiding jargon and acronyms. Equality Impact Assessments are viewed by a wide range of people including decision-makers and the wider public.

The project plans to deliver a Liveable Neighbourhood (sometimes referred to as Low Traffic Neighbourhoods, Active Travel Neighbourhoods, or Mini Hollands) in South Bristol, covering the boundary area marked in blue below. The area covers the wards of Bedminster, Southville and Windmill Hill. The size of the boundary is likely to change as the project develops.



The first phase of this was early key stakeholder engagement that was undertaken in 2024. This assessment focused on the potential impact of the Liveable Neighbourhood and the potential impact of our stakeholder engagement.

The sub-regionally adopted LCWIP identifies cycling routes 6,7,8, through South Bristol and core walking routes along North Street as a priority for investment. Investment in these routes will induce modal shift to more sustainable modes. Due to the constraints of the narrow streets, traffic reduction has been considered the most effective way of improving the route in line with recent government guidance LTN 1/20.

Furthermore, significant development and regeneration is taking place or proposed within the area, such as Bedminster Green, Mead Street, Temple Quarter and Ashton Gate Stadium and associated housing. It is anticipated that the road network would not accommodate the increased journeys by private car. Implementing improvements to walking and cycling ensures that future communities can make journeys safely and sustainably by active modes, whilst contributing to Bristol’s goals of reaching net zero.

By taking a holistic view to an area wide treatment, a wide range of additional benefits can be delivered in addition to walking and cycling upgrades. Other benefits may be realised through complimentary measures such as: street trees, secure cycle hangar parking, pocket parks and improved public realm. This will enable the Council to maximise the benefits from new infrastructure and ensure that the local community are well equipped to make positive behaviour change. Reducing through traffic throughout the area will reduce the likelihood of traffic being displaced onto neighbouring streets.

Objectives were set following a range of citywide consultations undertaken prior to the inception of the liveable neighbourhood pilot, such as the Citizens Assembly and Your City Our Future (see Section 2.4 for details). Similar types of schemes across the country have also demonstrated outcomes which help achieve the above objectives e.g., carbon savings and air quality improvement is linked to mode shift from private vehicle use to active and sustainable modes. The objectives also align with commitments made in locally adopted Policy and Strategy e.g., reducing vehicles miles in Bristol by 40% by 2030 (Bristol Transport Strategy, 2019). Further information regarding the ambition and objectives Bristol City Council has for liveable neighbourhoods can be found in the Liveable Neighbourhood Handbook: [Liveable neighbourhoods handbook \(bristol.gov.uk\)](http://bristol.gov.uk/liveable-neighbourhoods-handbook)

The scheme may use various transport and wider public realm interventions:

- Implementation of speed or carriageway width restrictions.
- Partial or full road closures and the use of modal filters.
- Implementation of bus gates.
- Reallocation of road space or on-street parking to improve pedestrian and cycle infrastructure; and
- Changes in priorities at junctions.

Key to liveable neighbourhoods are the opportunities that reallocating road space typically used for private vehicle use can provide for public realm improvements, such as:

- Areas for seating and meeting.
- Locations for cycling infrastructure and storage.
- Accessible and uninterrupted footways, with priority and safety measures at junctions.
- Tree planting and green space.
- Locations for on-street electric vehicle charging infrastructure; and
- Consolidated delivery points.

The One City Plan highlights support for designing and delivering Liveable Neighbourhoods, building on similar statements of support in the Joint Local Transport Plan 4, , Bristol Transport Strategy and most recently through the Citizens Assembly process

1.2 Who will the proposal have the potential to affect?

<input checked="" type="checkbox"/> Bristol City Council workforce	<input checked="" type="checkbox"/> Service users	<input checked="" type="checkbox"/> The wider community
<input checked="" type="checkbox"/> Commissioned services	<input checked="" type="checkbox"/> City partners / Stakeholder organisations	

Additional comments:

1.3 Will the proposal have an equality impact?

Yes No [please select]

Step 2: What information do we have?

2.1 What data or evidence is there which tells us who is, or could be affected?

Data / Evidence Source [Include a reference where known]	Summary of what this tells us
Population Projections: The population of Bristol - bristol.gov.uk	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 to inform the various schemes types of interventions will need to ensure targeted action to reach people within this group, to help ensure appropriate solutions are delivered.
<i>Bristol City Council. Your City Our Future report.</i>	From this report a number of broad statements can be made in relation to the experiences of equalities groups. There was some positive feedback on the changes that had taken place as a result of the Covid-19 pandemic, including: <ul style="list-style-type: none">• Increased levels of walking and cycling, less traffic and better air quality and the positive changes to people's mental health.• Flexibility with working and travel arrangements and the balance between work and leisure.• Under the theme of inclusion and fairness, sustained funding to support vulnerable or disadvantaged groups ranked in the top third of subjects/priorities for the future in Bristol.• Actions to make streets, buildings and transport more accessible for all ranked similarly, but higher amongst the most deprived deciles.
<i>Quality of Life Survey: Quality of life in Bristol</i> <i>Quality of Life dashboard: Microsoft Power BI</i>	Feedback from the 2024/25 Bristol Quality of Life survey shows that people in protected characteristics groups are largely less satisfied across a range of indicators (including, Health & Wellbeing, Crime & Safety, Education & Skills, Sustainability & Environment) compared with the city average. Some specific statistics from the report are outlined below. Most deprived areas: <ul style="list-style-type: none">• Satisfaction with “your local area” fell 2% points to around 72% city-wide, and 4% points to 43% in the most deprived areas; the “Deprivation gap” (29% points) remains one of the starkest of the QoL indicators.• Significantly more people than last year feel “fear of crime affects their day-to-day life” (24%), whilst in deprived areas 41% said fear of crime affected them.• Satisfaction with Bristol parks and green spaces (70%) has gradually declined over the last few years citywide. With less than half (45%) satisfied in the most deprived areas, the “Deprivation gap” (25% points) continues to be one of the

	<p>worst of all QoL indicators. People visiting parks or green spaces at least once a week dropped 4% points to 53%.</p> <ul style="list-style-type: none"> • Those who think “air quality and traffic pollution is a problem locally” rose 4% points citywide (71%), and 6% points in deprived areas (73%). • Both people using “active travel” (walk or cycle) to get to work (36%) and satisfaction with the local bus service (42%) are similar to last year, but in deprived areas the former is down 3% points to 22% whilst the latter is up 5% points to 43%. The proportion who think “traffic congestion is a problem locally” is up 9% points to 83%, significantly worse than 2019 levels; it is also up 13% points to 74% in the most deprived areas. There are two new indicators in this section which show almost one fifth (19%) of residents are “unable at times to access local shops or services due to poor public transport” rising to around a quarter (24%) in the most deprived areas, whilst four-fifths (79%) think the “condition of local road surfaces is a problem” • 30% less people from the most deprived areas of Bristol feel they belong to their neighbourhood, compared to the cities average. <p>Disabled people:</p> <ul style="list-style-type: none"> • Lack of accessibility remains a barrier to many Disabled people to participate fully in the life of the city with 18.1% being prevented from getting involved in their community; 28.7% find accessibility issues stop them getting involved in cultural activity; and 8.1% unable to travel to local shops or services using public transport. • Nearly three-tenths (27.7%) of Disabled people are physically inactive, over three times the city average. Only three out of ten (27.5%) can walk, wheel or cycle to local shops or services, less than half the city average (58.5%). • Disabled people are the most likely demographic group to suffer from poor mental wellbeing, at 42.2% more than double the city average. <p>Carers:</p> <ul style="list-style-type: none"> • There are several indicators concerning discrimination/harassment and accessibility which are “worse” for full-time carers and appear to be related to their caring responsibilities for Disabled people. These have not been included here as they are similar to those found in the Disabled people section above. <p>Black/Black British people:</p> <ul style="list-style-type: none"> • The group least likely to visit parks and green spaces regularly, only a quarter (24.9%) compared with over half (53.1%) of Bristol residents on average. <p>The proposed schemes have 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) with which they will need to be measured against, with reference to the results of the QoL survey.</p>
<p>Rapid Evidence Assessment: Liveable and Low Traffic Neighbourhoods</p>	<p>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 minoritised 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</p>

	<p>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.</p> <p>Active travel schemes which include supporting infrastructure (benches, unobstructed pavements, signage, parking for blue badge holders etc) improves accessibility for all, and will ensure changes make the environments they are in more inclusive, rather than changes being more restrictive. Where trials are being undertaken, input from groups representing Disabled people and other protected characteristic groups is critical, and ongoing engagement is required to ensure final schemes resolve unforeseen negative impacts during the trial periods.</p> <p>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. The engagement strategy for these schemes has ensured seldom heard groups have been able to input and engage with the process of development and delivery of the proposed scheme.</p>
<p>Ward information: Microsoft Power BI</p>	<p>The Ward information database presents statistical ward profiles for each ward in Bristol. The wards that are covered by the project area are Bedminster, Southville and Windmill Hill. The statistics presented below cover a range of data sets showing the disparities in the project area.</p> <p>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 scheme. Indicators such as child obesity, premature mortality, and car availability (significantly worse or showing disparity) can be linked to the outcomes of liveable neighbourhood schemes and supporting targets for more a more equitable city.</p> <p>Red = significantly worse than Bristol average Green = significantly better than Bristol average</p> <p>Bedminster: Health: Healthy lifestyles:</p> <ul style="list-style-type: none"> - 87.1% of people say they are in good health, compared to the Bristol average of 81.7% - 72.1% of people do enough regular exercise each week, compared to the Bristol average of 67.3% - 52.2% of people are overweight or obese, compared to the Bristol average of 47.7% - 16.7% 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% - 17.1% of children in reception (4/5yr olds) have excess weight, compared to Bristol’s average of 20.3%

- 26.1% of children in year 6 (10/11yr olds) have excess weight, compared to Bristol's average of 34.8%

Life expectancy, 3-year averages:

- Bedminster females: 82.8, Bristol females: 82.7
- Bedminster males: 78.1, 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.*
- Bedminster: 393.7, Bristol: 384.5

Car availability:

- 25.9% of households have no cars or vans, compared with the Bristol average of 26.2%.
- 49.1% have access to 1 car/van. (Bristol average is 45.8%).
- 20.1% have access to 2 cars/vans. (Bristol average is 21.6%)
- 4.9% have access to 3 or more cars/vans. (Bristol average is 6.4%).

Child poverty:

- Children in low-income families 2019/20 – 'a family must have claimed one or more of Universal Credit, Tax Credits or Housing Benefit at any point in the year to be classed as low income in these statistics'. The relative child poverty rate in Bedminster is 12.4%, compared to a Bristol average of 23%.

Crime:

- All crime (offence rate per 1,000 population): Bedminster: 89.3, Bristol average: 113.8.

Southville:

Health:

Healthy lifestyles:

- 90.4% of people say they are in good health, compared to the Bristol average of 81.7% (5th highest in Bristol)
- 77% of people do enough regular exercise each week, compared to the Bristol average of 67.3% (4th highest in Bristol)
- 40.6% of people are overweight or obese, compared to the Bristol average of 47.7%
- 18.7% 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%.
- 14.2% of children in reception (4/5yr olds) have excess weight, compared to Bristol's average of 20.3%.
- 21.8% of children in year 6 (10/11yr olds) have excess weight, compared to Bristol's average of 34.8%.

Life expectancy, 3 year averages:

- Southville females: 78.7, Bristol females: 82.7
- Southville males: 75.2, 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*
- Southville: 479.9, Bristol: 384.5.

Car availability:

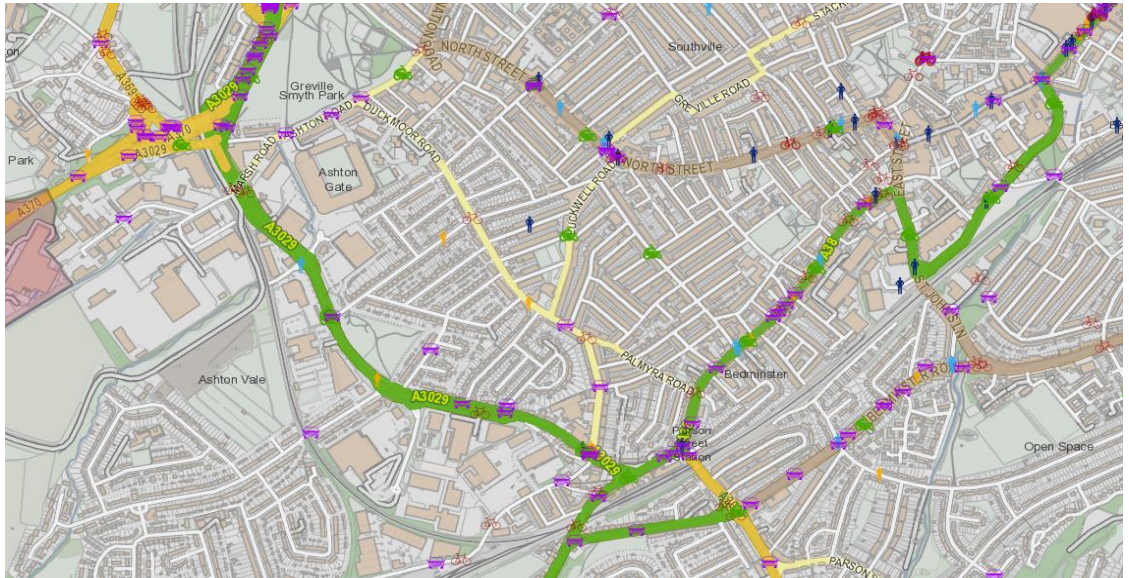
- 32.2% of households have no cars or vans, compared with the Bristol average of 26.2%

	<p>Child poverty:</p> <ul style="list-style-type: none"> - Children in low-income families – ‘a family must have claimed one or more of Universal Credit, Tax Credits or Housing Benefit at any point in the year to be classed as low income in these statistics’. 10.5% of children in the Southville ward are within relative low income, compared to Bristol’s average of 23%. <p>Crime:</p> <ul style="list-style-type: none"> - All crime (offence rate per 1,000 population): Southville: 160.9, Bristol average: 131.8. <p>Windmill Hill:</p> <p>Health:</p> <p>Healthy lifestyles:</p> <ul style="list-style-type: none"> - 90% of people in Windmill Hill say they are in good health, compared to Bristol’s 81.7% - 76% of people do enough regular exercise each week, compared to the Bristol average of 67.3% - 39.1% of people are overweight or obese, compared to the Bristol average of 47.7% - 18% 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% - 27.5% of children in year 6 (10/11yr olds) have excess weight, compared to Bristol’s average of 34.8% <p>Life expectancy, 3-year averages:</p> <ul style="list-style-type: none"> - Windmill Hill females: 84, Bristol females: 82.7 - Windmill Hill males: 77.9, Bristol males: 78.1 <p>Premature mortality, 3-year averages:</p> <ul style="list-style-type: none"> - All causes: <i>Directly age standardised rates for deaths in people aged under 75 years, per 100,000 population.</i> - Windmill Hill: 372.5, Bristol: 384.5. <p>Car availability:</p> <ul style="list-style-type: none"> - 25.5% of households have no cars or vans, compared with the Bristol average of 26.2% - 53.3% have access to one car or van (Bristol average: 45.8%) - 17.4% have access to 2 cars/vans (Bristol average: 21.6%) - 3.9% have access to 3 cars/vans (Bristol average: 6.4%) <p>Child poverty:</p> <ul style="list-style-type: none"> - Children in low-income families 2019/20 – ‘a family must have claimed one or more of Universal Credit, Tax Credits or Housing Benefit at any point in the year to be classed as low income in these statistics’. The relative child poverty rate in Windmill Hill is 17.2%, compared to a Bristol average of 23%.. <p>Crime:</p> <ul style="list-style-type: none"> - All crime (offence rate per 1,000 population): Windmill Hill: 68.9, Bristol average: 131.8.
<p>Collision data: Traffic accident layer: Pinpoint Plus (bcc.lan)</p>	<p>Statistics for collision data in the project area shows three collision clusters: on the junction of East Street and Philip Street, the junction of the A370 and A3029 (Brunel Way) and the junction of Whitehouse Street and York Road (A370). The Whitehouse Street-York Road cluster has “dropped-off” since 2021.</p>



More specifically the map below shows specific incidents, most of which occur on boundary roads and a few busier, internal roads.

Bedminster



Southville

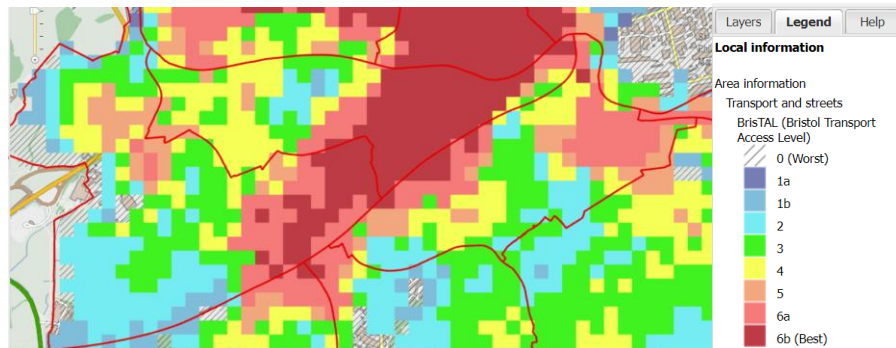


Windmill Hill



Bristol Transport Access Level (BrisTAL)

Transport access in the project area (in the below image) a transport corridor in the centre of the area, heading southeast (East Street corridor). The BrisTAL scale ranges from 0 (worst) to 6a (best). The darker orange (East Street) relates to BrisTAL number 6b, whereas the light blue surrounding in Ashton Vale is number 2, with other areas scoring 4s and 5s.



Bristol Streetspace: Dean Lane

Bristol City Council conducted early engagement through December 2020 to February 2021 on how to improve the street environment for Dean Lane. This involved discussions with community groups and businesses, submissions to the interactive active travel map, and the distribution of a Community Survey and Business Operational survey.

A total of 737 completed responses were received from the survey, made up of 571 online and 166 paper copies. The headline findings are:

*Significantly ranked as **essential/ high priority**:*

- Widen pavements (66%)
- Make it easier to cross (64%)
- Cleaner air (54%)
- Prioritising more road space for cycling (54%)
- More greenery/planters (51%)

*Significantly ranked **low/ not a priority**:*

- More car parking in the area (69%)
- More places to stop and rest eg seating areas (53%)
- Cycle parking facilities (51%)

The following group of people responded:

Age of respondents (725 total)		
Age	%	Total
0-10	0%	0
11-15	0%	0
16-18	0%	0
18-24	3.31%	24
25-34	26.76%	194
35-44	25.52%	185
45-54	18.76%	136
55-64	13.93%	101
65-74	6.48%	47
75-84	2.62%	19
85+	0.28%	2
Prefer not to say	2.34%	17











Respondents who consider themselves to be a Disabled person (Total 722)		
	%	Total
Yes	5.96%	43
No	90.58%	654
Prefer not to say	3.46%	25




Sex of respondents (Total 724)		
	%	Total
Female	53.31%	386
Male	39.23%	284
Prefer not to say	6.77%	49
Other	0.69%	5

Ethnicity of respondents (723)		
	%	Total
White British	76.07%	550
White Irish	1.52%	11
White Other	8.02%	58
Black /African / Caribbean / Black British	0.69%	5
Asian / Asian British	1.11%	8
Mixed / Multi ethnic group	1.80%	13
Gypsy / Roma / Irish Traveller	0.28%	2
Prefer not to say	8.58%	62




Any other ethnic background (please describe):	1.94%	14
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Sexuality of respondents (714)		
	%	Total
Bisexual	4.48	32
Gay man	4.06	29
Gay woman/lesbian	1.26	9
Heterosexual/straight	72.27	516
Prefer not to say	16.39	117
Other	1.54	11

21. What is your religion/faith?				
			Response Percent	Response Total
1	No Religion		62.76%	450
2	Buddhist		0.56%	4
3	Christian		19.25%	138
4	Hindu		0.28%	2
5	Jewish		0.56%	4
6	Muslim		0.42%	3
7	Pagan		0.56%	4
8	Sikh		0.28%	2
9	Prefer not to say		11.99%	86
10	Other (please describe):		3.35%	24
			answered	717

22. Are you pregnant or have you given birth in the last 26 weeks?				
			Response Percent	Response Total
1	Yes		3.11%	22
2	No		90.10%	637
3	Prefer not to say		6.79%	48
			answered	707

23. Are you a refugee or asylum seeker?				

			Response Percent	Response Total
1	Yes		0.28%	2
2	No		93.14%	665
3	Prefer not to say		6.58%	47
			answered	714

Key stakeholders:

The following key stakeholders were involved in the engagement process:

- Ward members and MPs
- Emergency service providers
- Equality groups
- Transport operators
- Transport board members
- Educational institutions
- Refuse firms
- Faith groups
- Voluntary and community sector groups
- Energy, water and telecommunications providers.

Specifically:

- Action Greater Bedminster
- Lets Walk Bedminster (part of Bristol Walking Alliance)
- Holy Cross Catholic Church
- The Elephant House (Community Centre)
- St Pauls Church
- Holy Cross Primary School
- Bristol Cycling Campaign
- Bristol Civic Society

Traditionally the younger population, those from ethnic minority groups and those living in the most deprived areas of the city are often seldom heard from in Council engagement and consultation exercise. To ensure those groups and those living close to the street environment were aware of the engagement process the team sent out 1023 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.

Much of this phase of early engagement took place during the COVID-19 pandemic and, prior to this, the team would have followed up the postal surveys with targeted door knocking in this area and would have carried out interview surveys on

street to help boost responses from certain groups. If street events had been allowed the team would have held roadshows asking people to get involved and fill in the survey.

The team were very aware that not everyone had access to online resources which is why they put up posters in the local streets to advertise the engagement and provided contact details in different forms. On all the paper and online copies of the engagement outputs the team provided a language template so that people could request the survey in a different language or in a different format as noted in the engagement tool section. The products also had a phone number which had an answerphone function. People could call and leave a message asking a question or leaving a comment and someone would get back to them. An email address was also provided along with a written 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

Whitehouse Street
[\(Public Pack\)Whitehouse Street - Appendix A\(ii\) Final Framework Agenda Supplement for Cabinet, 07/03/2023 16:00 \(bristol.gov.uk\)](#)

[Appendix Bi - Whitehouse Street Regeneration Formal Consultation Report.pdf \(bristol.gov.uk\)](#)

The Whitehouse Street regeneration project is part of the wider East Bedminster Regeneration Project. The area has been designated as a site for around 2000 homes, currently occupied by light industrial and commercial uses.

The engagement strategy for the regeneration project included bringing in Action Greater Bedminster as a consultant for engagement. This allowed BCC and partners to reach groups that are not always included in engagement.

BCC and partners also created a ‘Scope of Community Input’ document which clearly set out which elements of the project could be changed as a result of community engagement.

Action Greater Bedminster worked with the community to develop a ‘Community Manifesto’ which informed the project design. The group spoke to many seldom-heard-groups including unhoused people.

The following demographic data was collected:

Age	% of respondents
11-15	1
16-17	2
18-24	3
25-34	17
35-44	21
45-54	17
55-64	21
65-74	11
75-84	5
Prefer not to say	2

(Under 25s only make up 6% of respondents)

Disability	% of respondents
Consider themselves Disabled people	14

(Broadly in line with ward data)

Sex	% of respondents
Female	47
Male	44
Other	7
Prefer not to say	7

(Broadly in line with ward data)

Gender reassignment	% of respondents
Have gone through any part of gender reassignment	2

(Higher than % in MSOA data who have a different gender identity than sex registered at birth)

Ethnicity	% of respondents
White British, Irish, Other	83
Black African, Caribbean, British	2
Asian, British Asian	1
Mixed, multi-ethnic	5
Prefer not to say	8
Any other ethnic background	1

(White % roughly in line with census data but Asian or Black underrepresented)

Religion	% of respondents
No religion	62
Christian	24
Buddhist	1
Pagan	1
Other religion/faith	1
Prefer not to say	11

(No religion, Christian in line with census but no Muslim respondents despite small Muslim community of about 4%)

Sexual orientation	% of respondents
Heterosexual/straight	70
Bisexual	8
Gay man	5
Gay woman/lesbian	1
Other sexual orientation	2
Prefer not to say	14

(Lesbian, gay, bisexual or other higher than in census)

Pregnant or given birth in the last 26 weeks

No respondents reported being pregnant or gave birth within 26 weeks.

Refugee or asylum seeker

No respondents reported being a refugee or asylum seeker.

Project engagement:
Co-Discover / Co-Design: Stage 1

The first round of community engagement has been undertaken, and a range of engagement methods were used, both online and offline (in-person). We (BCC) received a large number of responses from the community. This was an opportunity for people to tell us what they thought about the area including anything they liked, or challenges they faced and how to address them.

This stage of engagement was undertaken in partnership with Action Greater Bedminster (AGB) who are a well-known mobilised community group in the area. This helped us lean on local knowledge and help build on established relationships. AGB helped facilitate the in person workshops at a number of locations in the area. As stated above feedback was done online via an interactive map and also in person at drop in sessions and school and community events. There were 30 Engagement events in total:

- 11 resident drop-in sessions
- 4 business drop-in sessions
- 13 school events
- 7 ad-hoc community events
- 5 online workshops

The online interactive map had a choice of 14 different pins designed to help users express what idea, opinion or issue they wanted to raise for a specific location. They could then write additional information and/or comment in a free text box. They then had the option to put their comment in a category and choose from the options of solutions we put forward. Within the choices of pins and solutions, we designed an option for “other” to allow users to submit comments that might not have fallen within the available categories. These comments were then processed by Bristol City Council staff to categorise them more specifically.

Alongside the interactive map, a survey was available to fill in. The survey was designed to be very similar to the interactive map. The questions on the survey were the same the contributors answered when placing their pins. People submitting the survey were asked to name the street where the issue they were reporting is occurring on. This survey did not ask for any personal detail to facilitate access to leaving feedback. An equality survey was designed alongside the interactive map and the feedback survey to ensure contributors could raise specific concerns and demographics could be recorded.

We used an improvements toolkit that was produced in the style of ‘top trump’ cards outlining 19 possible solutions to the issues raised during the stage one of engagement. When these solutions are combined, they allow to balance how streets are used for people and traffic.

They were categorised in the following three themes:

- main roads: priority to pedestrians and people cycling at side road junctions, safe crossings and junctions and protected cycle tracks
- local streets: wider/clearer pavements, modal filter, pocket park and school streets
- community assets: street trees and planting, parklets, cycle/e-scooter parking, street lighting, street art

The cards can be found on the South Bristol Liveable Neighbourhoods consultation website: [Ask Bristol](#)

Each theme had a set of cards showing the design solutions amongst others.

The cards provided information on what the different types of possible measures, how they could help, what the drawbacks may be and whether they could be

trialled to give an understanding of how they would work. These cards also provided an 'at a glance' rating of how well the suggested solution would perform in terms of road safety, walking and cycling and community value, to allow respondents to compare different options with each other.

There was an early round of key stakeholder engagement at the start of 2024, to help shape the wider public engagement. A perceptions survey was sent to key stakeholders in early January 2024 with two reminders. 17 responses were recorded. In terms of ambitions for the project, the below three categories were seen as most important to respondents (either 'essential' or 'high importance'):

- streets that are easy to cross
- good access to local shops and amenities
- easy, convenient and safe to walk

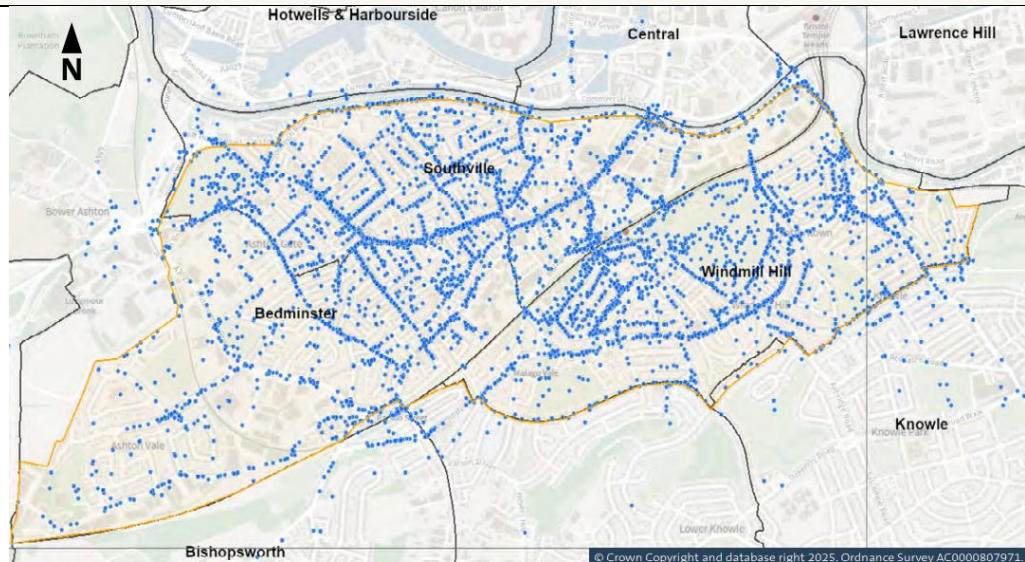
There was an additional online workshop held with 24 key stakeholders on 17 January 2024. The engagement phase conducted between July and October has also integrated four online workshops in mid-October 2024. One was aimed at engaging with key stakeholders while the others were public and area specific — one for Bedminster, one for Southville and one for Windmill Hill.

On top of the press release to launch the engage, further promotion included:

- Lamppost wraparounds
- 28,000 leaflets sent in July 2024 to all BS3 and BS4 addresses to around 24,000 households
19,000 were within the SBLN border and remaining 9,000 sent to addresses in neighbouring the SBLN area
- SBLN newsletter - as of October 2024, we had 390 people signed up to the newsletter which is used to send out regular updates about the project
- Promotion in newsletters - project information was shared in ward newsletters
and in business and regeneration specific newsletters
- 2,000 more leaflets were handed out at drop-in events and to businesses
- 100 posters in and around event locations
- Our partner Action Greater Bedminster promoted the in-person drop-in sessions on Facebook and WhatsApp groups with local residents.
- For businesses, engagement was conducted through a business transport champions newsletter and door knocks on main streets to talk with businesses.

A summary of the results of the engagement is as follows:

The interactive map received 6,081 comments from 1,562 different users between 5 July and 30 October 2024. On a separate survey, we received 513 submissions. These have been considered separately but have been reported to the relevant designing team. The points plotted on the map are as follows:



People categorised their comments into the following issues and are ranked in order of highest number of comments:

- Speeding traffic
- Problems with car parking
- Not safe for people cycling
- Something I like about the area
- Lack of crossings
- Personal safety/security concerns
- Narrow pavements
- Poor accessibility for wheelchairs, prams and pushchairs
- Not enough cycle/escooter parking
- Air pollution
- Not enough green space
- Lack of bus services

Location specific summary:

Southville comments have a focus on speeding traffic, lack of crossings and cycling safety for Coronation Road and Stackpool Road and a mention of narrow pavements on Dean Lane.

In Windmill Hill and Totterdown, the comments mostly mention speeding traffic for St John's Lane and Cotswolds Road, parking issues on Cotswolds Road, cycling safety for St Luke's Road and St John's Lane safety concerns on Cotswolds Road and St Luke's Road and pollution concerns on St John's Lane.

In Bedminster, we find mentions of lack of crossings for all main roads: Ashton Road, North Street, Duckmoor Road and Luckwell Road. Parking issues are heavily mentioned for Ashton Road and Luckwell Road, speeding traffic is a focus for Ashton Road, Duckmoor Road and Luckwell Road. North Street highlights safety concerns and narrow pavements, while Duckmoor Road regroups pins regarding lack of accessibility. In Ashton Vale, we see speeding traffic on Ashton Drive and South Liberty Lane. There is a lack of crossings for Winterstoke Road and Ashton Drive. Mentions of lack of buses on Ashton Drive and South Liberty Lane. Narrow

	<p>pavements are a focus on South Liberty Lane. Winterstoke Road highlights cycling safety and parking issues.</p> <p>Alongside the original comments, contributors have been asked to provide potential solutions to the issues they were raising. These were:</p> <ul style="list-style-type: none"> - Safe crossings and junctions - Wider/clearer pavement - Priority access to walking - School Streets - More street trees and planting - Parklets and pocket parks - Street lighting - Street art - Managing unsafe vehicle speeds - Projected cycle tracks - More cycle/escooter parking - Cycle hangars - Priority to people cycling and pedestrians at side roads <p>The above solutions have formed the designs that we will consult on in late summer 2025 known as 'Phase 2' in the document. This will look to mitigate the concerns and issues raised in phase 1.</p> <p>Further open narrative comments can be found in the South Bristol Liveable Neighbourhood engagement report: https://www.bristol.gov.uk/files/ask-bristol/9800-south-bristol-liveable-neighbourhood-engagement-report</p>
<p>'A rapid review of East Bristol Liveable Neighbourhood Scheme's public engagement to learn for the next LN scheme in Bristol': file</p>	<p>A review of the East Bristol Liveable Neighbourhood pilot provided a set of recommendations for liveable neighbourhood projects to consider and take forward. The recommendations covered points around project selection, the engagement process and communication. In relation to this EQIA, recommendations for the engagement process and communication relating to groups with protected characteristics will be reviewed.</p> <p>The South Bristol Liveable Neighbourhoods project will take these recommendations on board before, during and after the engagement and consultation process as part of the lessons learnt process.</p>
<p>Additional comments:</p>	

2.2 Do you currently monitor relevant activity by 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 checked="" type="checkbox"/> Religion or Belief	<input checked="" type="checkbox"/> Sex	<input checked="" type="checkbox"/> Sexual Orientation

2.3 Are there any gaps in the evidence base?

Whilst 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, recent surveys do capture a credible snapshot of feeling on several key issues Bristol continues to face. Results from the Quality of Life, 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 which have fed into the development of the schemes aims and objectives outlined in Section 1.1, above.

Meaningful engagement with local communities is crucial to the development and delivery of successful liveable neighbourhood schemes. As the project develops, we will need to ensure ongoing engagement is meaningful with communities and representative groups for people who could be impacted by any proposed changes. As projects develop, we will continue to work with the Transport Engagement Team, following the Co-Design process set out below in Section 2.5, below.

Phase 1: Information Gathering

In 2023, Bristol City Council conducted the information gathering stage of the South Bristol Liveable Neighbourhood pilot. This research stage included collating information from the census, Quality of Life data, road collision data and transport information.

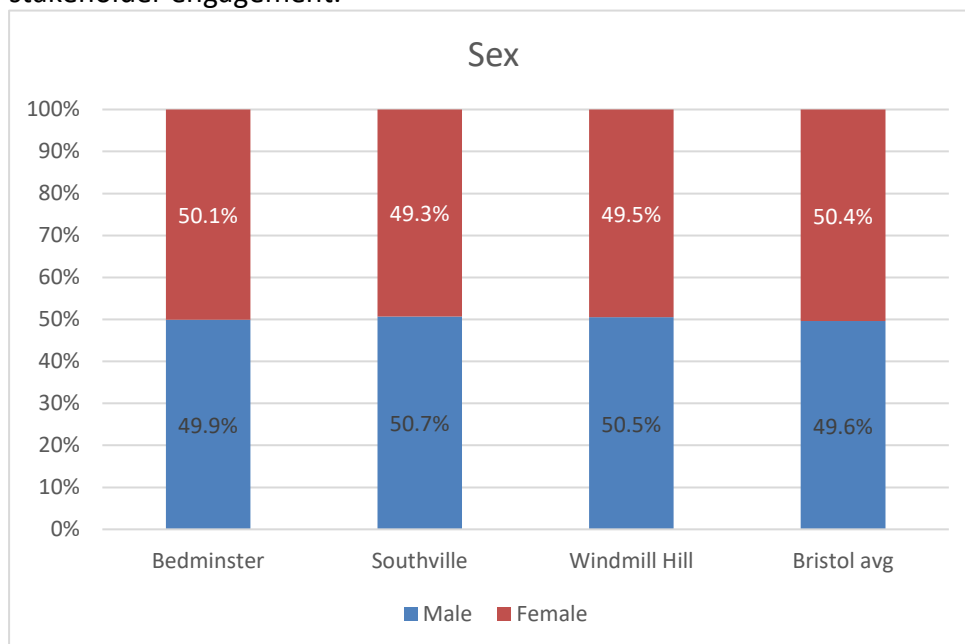
From this research, two potential gaps in data were found: those relating to potentially out-of-date data and data that highlighted potentially seldom-heard-groups.

Out-of-date data

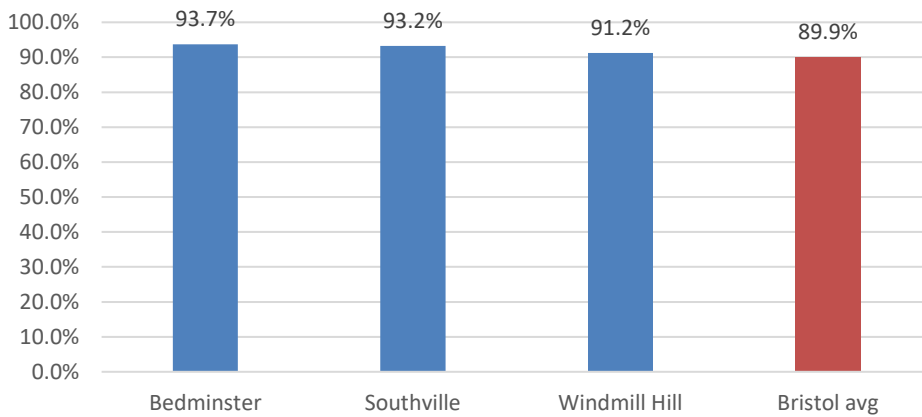
Data from the 2021 census was most likely impacted by Covid-19 and related lockdowns. Transport and commuting data in particular is likely to be inaccurate in 2023 and so this would be useful to re-assess.

Seldom-heard-groups

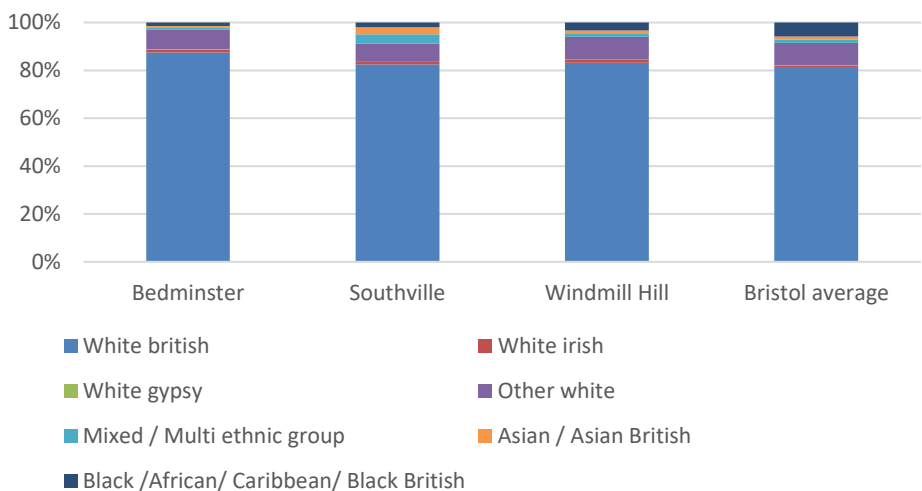
Demographic data reveals groups that are sometimes seldom-heard-from in decision making. All three wards have data similar to the Bristol average but are still important to note and consider for stakeholder engagement.



Main language English



Ethnicity



Through extensive engagement with key stakeholders, we may begin to identify gaps in our information gathering. Some topics we will explore include local challenges and solutions to accessing sustainable transport modes and the barriers faced by people from some of the protected characteristics: for example, our Quality of Life survey data does not include ward information for the category of “% pregnant or who have given birth in past 6 months, who have suffered discrimination or harassment”. This is the sort of question that would be useful to explore in the context of encouraging sustainable transport.

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

Prior to wider engagement with the local community, pre-engagement research and scoping was undertaken. There was also be early engagement with key external stakeholders in the form of a survey and a workshop to gain insight and feedback and inform the wider engagement approach.

Key Stakeholders

- Committee Member, Ward Members, Members of Parliament, and local community champions (e.g., paid professionals, community animators and connectors from local organisations as well as active residents)
- Bristol One City Transport Board e.g., Sustrans, Bristol Walking Alliance
- Accessibility and Equality groups e.g., WECIL Access and Inclusion Team (WAIT), Bristol Older Peoples Forum,

- Internal stakeholders/project teams
- Key community groups

Local Stakeholders

- Local people who live in the area
- Local people who live on the boundary and just outside the area
- Seldom heard groups*
- Local campaign and community groups
- Local businesses, shops, and local services e.g., waste collection
- Schools and other educational establishments

*The term 'seldom-heard groups' refers to under-represented people who use or might potentially use health or social services and who are less likely to be heard by these service professionals and decision-makers. These groups used to be described as hard to reach – suggesting that there is something that prevents their engagement with services. Seldom heard emphasises the responsibility of agencies to reach out to excluded people, ensuring that they have access to social care services and that their voices can be heard, and is preferred for those reasons.

Examples of seldom heard groups could include:

- Minoritised ethnic groups
- Carers
- Disabled people
- LGBTQ+ people
- Refugees/asylum seekers
- People who are homeless
- Young people
- People with language barriers

To summarise, it is anyone who is under-served. These people may have particular needs when it comes to participating.

Surveys already undertaken on a citywide basis which have informed the development of the scheme include:

Citizens Assembly

In January 2020 Bristol began a significant trial in deliberative democracy by running the city's first Citizens' Assembly. The transport theme posed the question:

'What changes should we make to our neighbourhoods to make how we travel easier, healthier and better for the environment'.

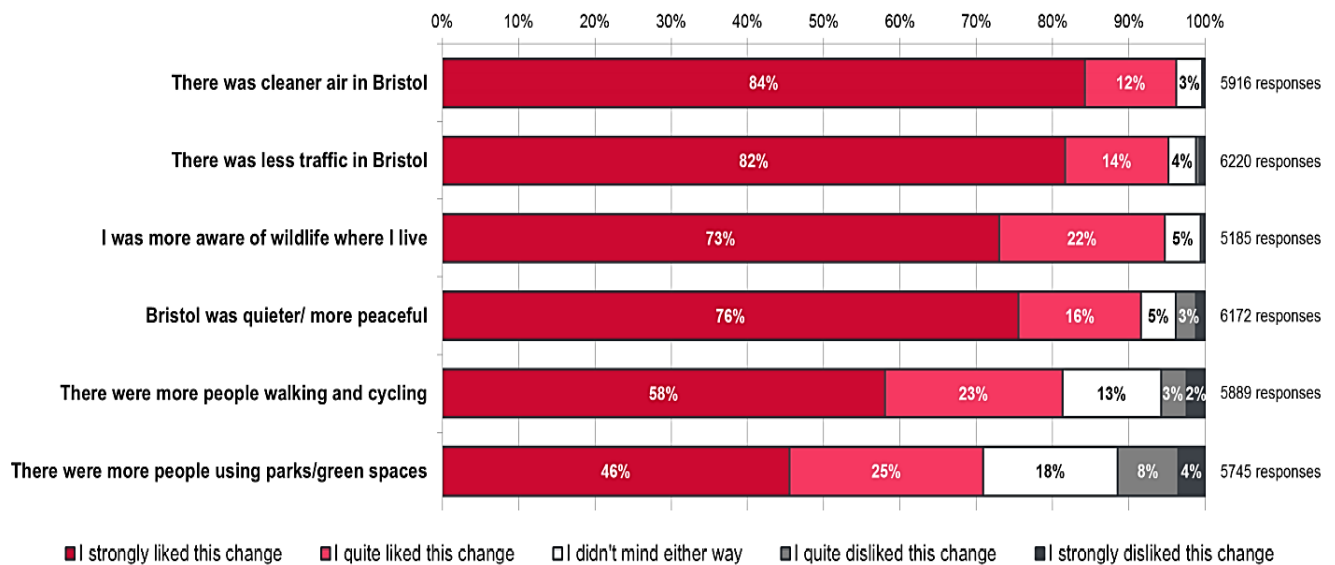
The recommendations of the assembly demonstrate the appetite for transformative neighbourhood improvements with over **90% of the panel supporting the following recommendations:**

- *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

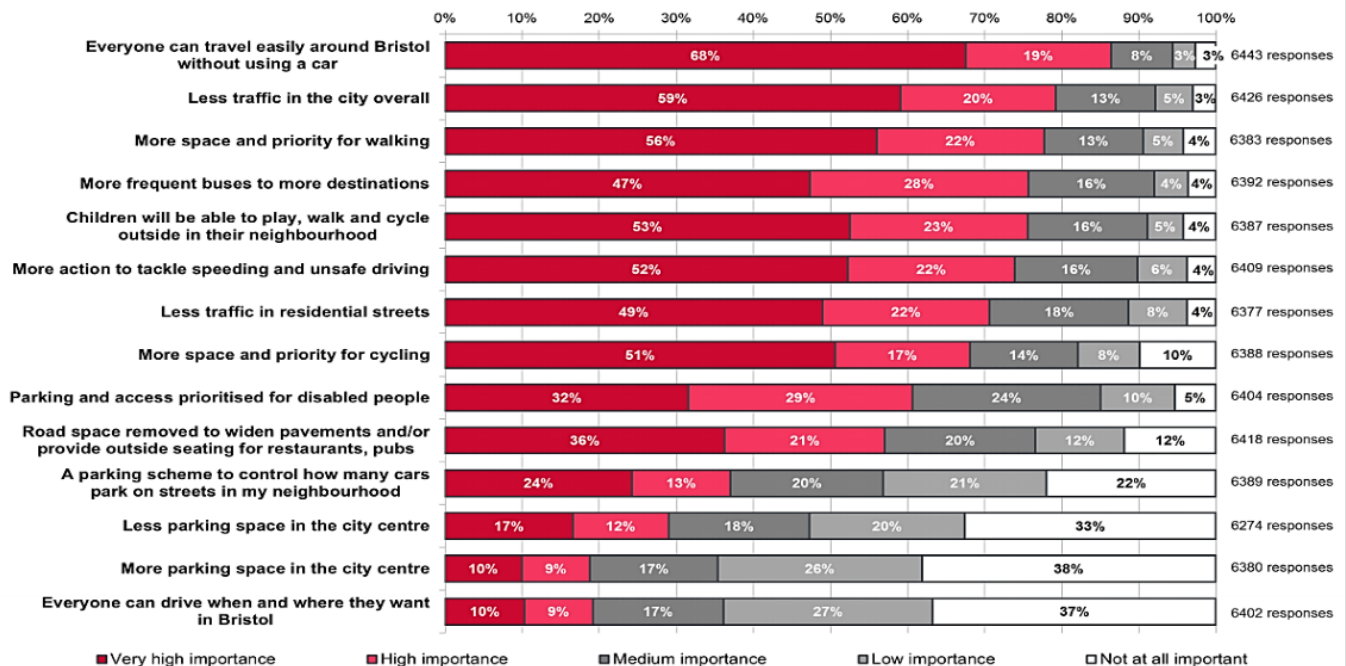
Between August and September 2020, 6,535 Bristolians responded to a survey which sought to understand their experiences of Bristol before and during lockdown as well as their hopes for the future. The responses suggest strong support for more 'liveable' and multi-functional neighbourhoods as highlighted by the graphs below:

During lockdown: environment All respondents



In terms of future priorities respondents:

Views on future priorities: transport All respondents



2.5 How will engagement with stakeholders continue?

Further data gathering will be undertaken and will involve looking at multiple data sets to put together a profile of the local area in terms of geographics, demographics, socio and economic statistics, population make up and will help identify the different sectors of the local community including those seldom heard communities and under-represented groups.

This information along with the knowledge from colleagues who already work in the community will help to formulate the ongoing engagement approach throughout the project which is why this needs to be completed before engagement begins. The data gathering will help inform the next stage of engagement.

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.

All proposals 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 will engage and work with groups representing people with protected characteristics to ensure we understand the issues faced by people in the existing environments and how the types of interventions proposed throughout the development process would impact these groups.

Engagement with stakeholders will follow a co-design process and is used to enable communities to input suggestions. The process involves:

Phase 1

- Pre-engagement – research and scoping. Desk based data gathering about the area in terms of demographics, geographical status, transport info, recent project/capital works and stakeholder identification.
- Early engagement with councillors and key stakeholders– agreeing engagement methodology, identifying further stakeholders, champions and community resources.
- Co-discover outreach work – interactive Identify the barriers to liveable streets in their neighbourhood using maps to pinpoint locations and issues using an interactive map and a survey
 - Identify the opportunities for overcoming these barriers.
 - Determine which opportunities best address the issues that have been identified.
 - Agree which locations to focus on during prioritisation events.

Phase 2

Having now prioritised the areas to focus on and identified local transport issues communities will then help us to:

- Identify local solutions using our existing LN Toolkit
- Consultation will take place in late summer/autumn and run for 8 weeks

Engagement:

With a plan for what a scheme would look like the aim for this stage of engagement and consultation is to:

- inform and foster greater understanding of how the scheme would function, what is possible in the scheme
- recap on how specific measures work
- understand how people feel about the overall plan and each measure

- take feedback, comments and concerns to inform the design team in case changes are needed before implementation
- Use co-design and co-production methodology

Following lessons learned from East Bristol Liveable Neighbourhood we are looking at how we enhance our engagement with Disabled people and groups that represent them. We will be commissioning partners including Bristol Disability Forum (BDEF) and Action Greater Bedminster (AGB) to help us reach a greater range of people. We will also commission a West of England Centre for Inclusive Living (WECIL) accessibility audit to look at designs.

What happens next?

The project team will go through the consultation feedback and tweak the designs where necessary before going through the formal Traffic Regulation Order (TRO) process that is a statutory consultation about changes to the highway.

Elements of the scheme that impact streets and public realm around schools and local centres may require further co-design with stakeholders.

Up to date information will be available online at www.bristol.gov.uk/sbln and the Project Team will be contactable at: liveableneighbourhoods@bristol.gov.uk

Step 3: Who might the proposal impact?

3.1 Does the proposal have any potentially adverse impacts on people based on their protected or other relevant characteristics?

GENERAL COMMENTS (highlight any potential issues that might impact all or many groups)

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. The following measures could be used and were taken from the East Bristol Liveable Neighbourhood toolkit:

- Protected cycle tracks on streets with a high vehicle flow.
- Point closures (modal filters) 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 characteristic. However, the changes also present significant opportunities 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, which evidence shows disproportionately impacts certain groups with protected characteristics.

Some mitigations are being considered in the East Bristol Liveable Neighbourhood project that may be used to reduce the impact on minority groups. e.g., exemptions for certain vehicles mean they can travel through the bus gates without receiving a fine. South Bristol Liveable Neighbourhood can use lessons learnt from the pilot study.

The section below covers how the scheme could impact those with protected characteristics but more specifically about how those impacts will be mitigated in the upcoming engagement programme.

PROTECTED CHARACTERISTICS

Age: Children	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> • 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. • Children are heard from much less during consultation and engagement.
Mitigations:	<p>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.</p> <p>At various stages in the project we will seek to work with schools and the Schools Active Travel team to engage with children including running in-school sessions such as assemblies, perception surveys and to deliver active travel interventions, including road safety sessions.</p>
Age: Young People	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> • 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.

	<ul style="list-style-type: none"> • Young people are much more likely not to take part in engagement or consultation and so their voices are heard from less.
Mitigations:	<ul style="list-style-type: none"> • 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, bus travel should be more reliable and therefore be a more attractive mode of transport for young people. • Ensure good design interventions to discourage anti-social activity using principles of natural surveillance and street lighting. This will include working with key stakeholders such as the Police and any safer streets initiatives. • There will be targeted interventions regarding sustainable transport offers, such as Wheels2Work.
Age: Older People	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> • Transport Poverty Risk: Older people are at higher risk of both poverty and transport poverty. • Importance of Access: Reliable transport helps older adults stay connected, access services, and maintain independence—especially when they can no longer drive. • Health and Accessibility: Many older people are Disabled or have long-term health conditions (e.g. mobility, hearing, or cognitive impairments) that affect their ability to use transport. • Digital Exclusion: Older adults are statistically less confident using digital tools, which can limit access to travel information, ticketing, and journey planning. Only 69% use smartphones for transport, compared to 82% of younger people. • Shared Mobility Barriers: Uptake of ride-hailing and shared mobility services is low due to lack of accessible options, unfamiliar technology, and discomfort with unknown drivers. • Volunteer Transport: Community-based transport services are often more accessible and trusted by older and Disabled people. • Demographics: Women living alone make up a large proportion of those aged 80–90, increasing reliance on public or informal transport. • Decline in Driving: Ageing often leads to reduced car use due to health, stress, cost, or no longer needing to commute. • Reliance on Others: Many older people depend on lifts from family or taxis to supplement limited public transport options. • Active Travel Benefits: Improved walking and cycling infrastructure could benefit older people’s physical and mental health, though current cycling rates are low (8% of men, 3% of women over 65).
Mitigations:	<ul style="list-style-type: none"> • 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. Protecting pavement space and ensuring spaces for rest will also be important to encourage walking. • Potential improved bus priority could 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. • 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.

	<ul style="list-style-type: none"> • Because older people are statistically 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. • Providing a range of formats for engagement will be important to ensure that those who are less confident in using digital services will be included within the design process. Using accessible venues will be important to ensure access to engagement events. • Because some older people become more reliant on taxis and lifts from family and friends as a transport mode, additional considerations for care providers and taxis could be explored. • Improved quality in active travel options can provide disproportionately positive impacts for older people.
Disability	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> • 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. • As of the most recent available data, the unemployment rate for Disabled people in the UK was 5.9% in 2023, compared to 3.2% for non-disabled people. • 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 impairment/condition 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 around 20% more than their non-disabled counterparts. • 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

	<p>transport. For neurodiverse people, a lack of routine or unexpected events can become overwhelming, leading to high levels of stress and anxiety.</p> <ul style="list-style-type: none"> • Overcrowding at peak times can make travelling particularly difficult for those with reduced mobility and people who are more vulnerable to stress and anxiety in crowded places, as fast-moving, dense crowds of people can reduce accessibility and make vulnerable 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).
<p>Mitigations:</p>	<ul style="list-style-type: none"> • As an example, bus gate exemptions have been agreed in the East Bristol Liveable Neighbourhood project. Following the most recent round of community engagement, the decision was taken for the following vehicles to be exempt from the bus gates to minimise the impact of the people regarding inequalities: <ol style="list-style-type: none"> 1. Buses 2. Taxis and private hire vehicles 3. Cycles 4. E-scooters 5. 9-seater minibuses 6. Parents with SEND children 7. Professional carers <p>Note: This has not yet been determined for SBLN, therefore the finer details cannot be agreed.</p> <ul style="list-style-type: none"> • All infrastructure implemented as part of the scheme will ensure accessibility requirements are not adversely impacted through the location and design.

	<ul style="list-style-type: none"> • All temporary infrastructure will allow for the use of adapted cycles to be uninhibited across the project area. • 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. • Engagement will be fully accessible both online and in-person, including using
Sex	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<p>Women and Transport Inequality</p> <ul style="list-style-type: none"> • Transport Poverty Risk: Women are identified as being at higher risk of transport poverty due to limited access and affordability. • Employment Barriers: Inadequate public transport restricts access to jobs and education, especially for women in part-time roles or with caring responsibilities. • Journey Patterns: Women often make multiple short trips daily (e.g., school runs, shopping, healthcare), which are poorly served by transport systems designed for longer, commuter-style travel. • Limited Private Transport: Women are less likely to own or have access to cars, bikes, or motorcycles, often relying on proximity to work or informal employment, which can limit career progression. • Safety and Accessibility: Women face more transport constraints due to childcare, safety concerns (especially at night/weekends), and fewer driving licenses (67% vs. 77% for men). They also report feeling unsafe using public transport and PHVs. • Affordability Challenges: Flexible work patterns make it harder to justify the cost of weekly/monthly travel passes. • Cycling Disparities: Women cycle less than men, often due to cultural norms and safety concerns. Promoting gender equality in active travel could help increase participation. • Road Safety: Women are more likely to be injured in road accidents and rely more on taxis and PHVs, especially as they age. <p>Men and Transport Patterns</p> <ul style="list-style-type: none"> • Travel Habits: Men take fewer trips but travel longer distances. They are more likely to own and use private vehicles and work in transport-related sectors. • Road Safety: Men are more frequently involved in road accidents across all modes of transport. Young men (16–19) are particularly vulnerable. • Pedestrian Risks: While women make slightly more pedestrian journeys, men account for the majority of pedestrian casualties (57%). • Crime Exposure: Young men are more likely to be victims of crime on public transport than older men.
Mitigations:	<ul style="list-style-type: none"> • The scheme is designed 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. • Caring responsibilities also tend to disproportionately fall to women. By providing exemptions for carers and parents with children who have Special Educational Needs and Disability (SEND), the impacts of the bus gates could be removed. • The area wide treatment of modal 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.

	<ul style="list-style-type: none"> Factors which contribute to the perception of safety for active modes e.g., poor lighting, will be in scope for any potential permanent scheme.
Sexual orientation	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> 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 people identifying as LGBTQIA+. 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 LGBTQIA+ people.
Mitigations:	<ul style="list-style-type: none"> It is not considered that the proposed scheme will have an adverse impact on people because of their sexual orientation.
Pregnancy / Maternity	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> 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. This also applies to being able to take part in engagement opportunities. 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 at well as stillbirth and miscarriage, as well as having long-lasting effects on the health of babies.
Mitigations:	<ul style="list-style-type: none"> 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. Choosing locations for engagement that are fully accessible will also help ensure those with pushchairs or are less mobile will be able to take part.
Gender reassignment	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> Measures that would improve feelings of safety and thus confidence in travel would present an opportunity for this group; including infrastructure measures such as CCTV at public transport infrastructure and on transport services, and the improved visibility of staff in areas where people feel particularly vulnerable, again, including public transport.
Mitigations:	<ul style="list-style-type: none"> It is not considered that the proposed scheme will have an adverse impact on people because of gender reassignment. CCTV is something that would be within scope for any potential permanent scheme.

Race	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> Poverty Rates: Black, Asian, and minoritised ethnic households consistently face the highest poverty rates, while White British households have the lowest. Travel Patterns: Adults from Asian, Black, and other minoritised ethnic groups made significantly fewer trips per person than those from White or Mixed/Multiple ethnic backgrounds. Shift Work: Data from the Joseph Rowntree Foundation shows that people from Black, Asian, and minoritised ethnic backgrounds are overrepresented in shift-based employment. Transport Access: Limited and infrequent public transport—especially in the evenings and on weekends—can restrict job opportunities, particularly shift work. This disproportionately affects ethnic minority groups living in more deprived areas. Active Travel: Department for Transport data shows disparities in walking and cycling. People from mixed ethnicity backgrounds are most likely to walk weekly, while Black and Asian adults are least likely to cycle. Safety Concerns: Research highlights that fear of racial attacks can deter people from Black, Asian, and minoritised ethnic backgrounds from using public transport. Air Pollution: These communities are more likely to live in densely populated urban areas, leading to higher exposure to air pollution.
Mitigations:	<ul style="list-style-type: none"> 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. CCTV is something that would be within scope for any potential permanent scheme.
Religion or Belief	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> 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. Hosting engagement events in religious buildings could impact turnout from those who do or don't feel comfortable in those settings.
Mitigations:	<ul style="list-style-type: none"> During engagement, care will be taken to ensure that an appropriate range of settings are chosen to ensure all with different faith backgrounds are included.
Marriage & civil partnership	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> There is no current evidence to suggest that this protected characteristic group might experience transport differently as a result of the scheme being implemented.
Mitigations:	
OTHER RELEVANT CHARACTERISTICS	
Socio-Economic (deprivation)	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> 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, prioritising bus movement through the project area aims to

	<p>positively impact on people from lower socio-economic groups, and reduce transport inequality.</p> <ul style="list-style-type: none"> 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 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.
Mitigations:	<ul style="list-style-type: none"> 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. Hosting engagement opportunities at a range of times and days of the week should help allow more people to take part around work. Online tools can also help with this.
Carers	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<p>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.</p> <p>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.</p>
Mitigations:	<ul style="list-style-type: none"> For the East Bristol Liveable Neighbourhood, the decision was taken for parents with SEND children and professional carers vehicles to be exempt from the bus gates to minimise the impact of the people regarding inequalities. This is something we could explore for this project.
Other groups [Please add additional rows below to detail the impact for other relevant groups as appropriate e.g. Asylums and Refugees; Looked after Children / Care Leavers; Homelessness]	
Potential impacts:	<p>Transport, Income, and Inequality</p> <ul style="list-style-type: none"> Transport Poverty: People on lower incomes—often living in deprived areas—rely more on buses and are more likely to turn down jobs due to transport issues. In contrast, higher earners tend to use cars and trains.

	<ul style="list-style-type: none"> • Affordability Barrier: Transport costs are a major factor in socio-economic inequality. If travel is unaffordable, people may be unable to access work, education, or training that could improve their circumstances. • Mode of Transport by Income: Lower-income groups use buses more due to cost and limited alternatives. Higher-income individuals are more likely to use cars and trains, which are less accessible to those on lower incomes. • Job Access and Shift Work: Low-paid jobs often require early or late shifts, but public transport may not run at those times. This limits access to employment, especially in hard-to-reach areas like retail parks or industrial zones. • Cycling as an Equaliser: Cycling can expand travel options for disadvantaged groups, but infrastructure and safety concerns remain barriers. • Support Measures: Cities can improve access to work by subsidising transport for low-income residents. • Geographical Inequality: Deprived areas often lack good transport links to jobs, healthcare, and education. Social housing estates may have limited public transport and low car ownership, compounding access issues. • Rail Access and Safety: Few deprived areas are served by rail. Where stations exist, they are often perceived as unsafe or poorly maintained. • Perceptions of Safety: Residents in deprived areas are more likely to feel unsafe and report crime as a major concern, which can deter use of public or active transport. • Child Safety: Children in the most deprived areas are six times more likely to be involved in road accidents than those in the least deprived areas. • Air Pollution: People in deprived communities are more exposed to polluted air due to living in densely populated urban areas. • Public Transport Potential: Improving public transport links to deprived areas can boost access to jobs and education, supporting economic mobility. • Safety Improvements: Better lighting, clear sightlines, and surveillance can make public spaces and transport routes feel safer, encouraging use. • Engagement Gaps: People in deprived areas are less likely to participate in consultations, often due to time constraints from work or caring responsibilities.
Mitigations:	
	<p>Interventions are broadly intended to make the environments more accessible and inclusive for people with protected characteristics. The interventions which will be implemented as part of the scheme are outlined in Section 2.3 above and Section 3.2 below. Detail regarding where specific types of interventions could go will be developed with the community at next round of the Co-Design process.</p>

3.2 Does the proposal create any benefits for people based on their protected or other relevant characteristics?

Outline any potential benefits of the proposal and how they can be maximised. Identify how the proposal will support our Public Sector Equality Duty to:

- ✓ Eliminate unlawful discrimination for a protected group
- ✓ Advance equality of opportunity between people who share a protected characteristic and those who don't
- ✓ Foster good relations between people who share a protected characteristic and those who don't

The proposals objectives are all 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.

Infrastructure proposals will all be required to be in line with latest government guidance (e.g., LTN 1/20) which sets minimum requirements around accessibility to ensure people using mobility aids, such as walking frames, adapted bikes, or blue badge holders, are not discriminated against because of the environment's characteristics.

All changes proposed for the scheme will be co-designed and then approved in the usual manner for transport projects (Quality Assurance and then Traffic Regulation Orders).

Through ongoing engagement (and the co-design process), issues and options to improve the accessibility and safety of scheme areas will be assessed and developed with input from a range of key stakeholders. Some groups have been identified but more will likely come up during phases of engagement:

- Action Greater Bedminster
- Windmill Hill City Farm
- Playing Out
- Schools
- Bristol Waste
- Bristol Cycling Campaign
- TRESA (Totterdown Residents' Environmental and Social Action Group)
- Churches
- Bristol Jamia Mosque
- Victoria Park action groups
- Friends of (park) groups
- Libraries

As part of the liveable neighbourhood pilot scheme, proposals will be developed in partnership with the local community, including various local interest groups, some of which are likely to represent people with protected characteristics. As part of our early engagement work, Officers will engage with these groups locally to ensure participation in the process is possible from the start (see Section 2.4 above).

It is worth noting that interventions should respond to the issues and improve access and accessibility for everyone in the project area, including people with protected characteristics.

Some of the interventions that may be used include:

- **Street trees and planting:** Trees, planting and grass verges can help improve the retention of surface water and provide shade and shelter. They can be included as part of other measures such as modal filters and side road treatments.
- **Bus Gates:** A bus gate is a camera-enforced modal filter which allows buses to travel through. Bus gates improve bus journey times and reliability as most private vehicle traffic will no longer be using the road.
- **Cycle and e-scooter parking:** Cycle and e-scooter parking is often located near destination where people want to visit and provides somewhere to lock your bike for a short period of time.
- **Cycle hangars:** A cycle hangar is a covered, lockable, and secure pod that sits on the road. IT takes up about the same amount of space as a parked car and it can hold six bikes securely.
- **Diagonal filter:** A diagonal modal filter can be introduced at a crossroad. This prevents motor vehicles from travelling straight across the junction but allows vehicles to turn.
- **EV charge points:** Conveniently placed charge points for electric vehicles for residents without off street parking. Charging times typically 8+ hours (depending on the EV and power on offer).
- **Modal filter:** A diagonal modal filter can be introduced at a crossroad. This prevents motor vehicles from travelling straight across.

- **One-way/banned movements:** Changes to how traffic accesses a neighbourhood can be made through making certain streets one-way or no entry. This can be useful in particularly narrow streets.
- **Parklets:** On-street car parking spaces can be repurposed for people-centred uses, such as seating, planting, play and cycle parking.
- **Pocket parks:** Modal filters could be extended to become pocket parks. Two rows of planters are used to create a central area where no motor vehicles are allowed, which can be turned into a pocket park. The size of pocket parks depends on the need for vehicles to access the area.
- **Protected cycle tracks:** Protected cycle tracks separate people walking, cycling and driving by using measures such as a different level, kerb line or a bollard. Protected cycle tracks are designed in line with government guidance.
- **Safe crossings & junctions:** Safe crossings are designed in a way that prioritises people walking and cycling, making it easier to cross streets with high levels of traffic. Zebra, parallel or signalised crossings can be used depending on the volume of traffic.
- **School Streets:** School Streets turn streets around schools into priority zones for people to walk and cycle and restricts car use at the start and end of the school day. Residents can be exempted from the restrictions, which can be enforced by collapsible bollards or movable barriers often operated by school staff or volunteers.
- **Side road treatments:** Involves making changes to reduce vehicle speeds and create an environment which prioritises walking, cycling, and scooting. Treatments can include continuous footways, cycle tracks and speed tables.
- **Street Art:** Street art can be used as a low-cost approach to raise awareness of a change in the use or environment of a street and/or encourage reduced vehicle speeds. Street art can also be used as a form of wayfinding to help direct and connect people to places.
- **Street Lighting:** Street lighting can be installed on lampposts or at ground level to help illuminate spaces and enhance visibility at night.

Step 4: Impact

4.1 How has the equality impact assessment informed or changed the proposal?

What are the main conclusions of this assessment? Use this section to provide an overview of your findings. This summary can be included in decision pathway reports etc.

If you have identified any significant negative impacts which cannot be mitigated, provide a justification showing how the proposal is proportionate, necessary, and appropriate despite this.

Summary of significant negative impacts and how they can be mitigated or justified:

There is the potential for some measures to require the removal or relocation of vehicle parking. In areas where Disabled parking bays are located and may be subject to change, we will engage with the relevant groups to assess the impact and develop options which mitigate any negative impact with these groups.

The Quality Assurance process within the BCC City Transport Service will ensure proposed and implemented interventions do not result in reduced accessibility for people with protected characteristics, as all proposals will go through a process of scrutiny to ensure they are compliant with current legislation and national design guidance.

Summary of positive impacts / opportunities to promote the Public Sector Equality Duty:

As noted previously, the scheme’s objectives are intended to provide more equitable spaces and transport options for people which can address imbalances around access to services and everyday living.

Post-project, the scheme is intended to increase the accessibility, safety, and health (air quality and increased propensity to walk and cycle) of the project area. Any mitigations required as a result of the scheme being implemented will be developed with the community and will aim to minimise any negative aspects which result from the re-routing of private vehicle access.

The development and delivery of the scheme will involve meaningful co-working with multiple agencies, including groups representatives Disabled people and those with protected characteristics, via the Co-Design and Co-Deliver process. The process provides the best opportunity for outcomes to meet the needs of the wider community, and not only a small minority who may be more mobilised than those from seldom heard groups.

The Co-Design process is intended to ensure as wide a range of people can engage with the development of solutions to the issues raised at each stage of the process. We will ensure minimum thresholds are met in terms of meaningful engagement with people who have protected characteristics throughout to ensure its validity.

Additional in-person events are planned to be held to provide clarification on the process followed through each of the Co-Design stages and to clarify some misinformation regarding schemes of this nature in general which the Project Team are aware has been circulated and shared on a national scale. The Project Team will need to ensure communications in all forms take into account the potential issues related to language barriers and misinformation regarding liveable neighbourhoods, their impacts on different groups, and we will tailor communication to mitigate these issues.

4.2 Action Plan

Use this section to set out any actions you have identified to improve data, mitigate issues, or maximise opportunities etc. If an action is to meet the needs of a particular protected group please specify this.

Improvement / action required	Timescale
Design phase 2 engagement action plan that is accessible, inclusive and informed by research undertaken	Completed 31/07/2025
To engage with key external stakeholders to identify transport problems and wider lists of stakeholders and potential champions	Completed 31/07/2025
Take on feedback from consultation and feed into scheme designs	October 2025
Seek political sign off to go out to public consultation after quality assurance has been reached for the designs.	August 2025

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

How will you know if you have been successful? Once the activity has been implemented this equality impact assessment should be periodically reviewed to make sure your changes have been effective your approach is still appropriate.

Monitoring and evaluation of liveable neighbourhood schemes post-implementation is crucial for data-led evidence to test their success against the original objectives. This is known as ‘legacy’ and whilst evidence is gathered on changing travel behaviours, traffic collisions, air quality improvements etc, evidence is also collected to assess positive and negative impacts of the interventions on people with protected characteristics.

Evaluation approaches can involve:

- **Community surveys:** Community surveys carried out in cohorts for each LN area to capture public feedback and for monitoring travel behaviour and social impacts.
- **Secondary data collation:** Collation of information from existing datasets that are collected at regular intervals to report on progress against the LN objectives.

Evaluating schemes against their objectives can be done using both quantitative and qualitative methods. If, for example, one objective of a scheme is to 'Improve residents' physical and mental health and wellbeing', monitoring could be done through community surveys, before and after audits (e.g., Healthy Streets indicators) or the 'Quality of Life' survey. This approach describes a minimum level of monitoring and evaluation to be carried out for each scheme that is necessary to evidence their success against their intended objectives.

The monitoring and evaluation approach should consider additional or varying monitoring and evaluation. This could include:


- Adaptations to community surveys to capture evaluative feedback on themes identified from the community engagement within a scheme area (to ensure there is an appropriate feedback loop on issues important to the local community and which captures a representative evidence base from people with protected characteristics).
- Widening community surveys within a scheme area to include a broader range of public feedback and/or include specific stakeholder groups (if there is under-representation from people with protected characteristics).
- Additional qualitative monitoring, including focus groups with specific stakeholder, disability, or community groups, or to capture more in-depth evidence from participants of surveys.
- Expanding data collection to include a wider study area if there remains an under-representation of people with protected characteristics.
- Additional monitoring tools e.g., parking surveys (pedestrians, cyclists, and cars) to understand the varying groups of people travelling to and through the scheme areas.
- Before any scheme delivery has occurred, baseline community survey should be undertaken and count data to form an understanding of the current situation. This was collected in July 2024 and has informed the designs and business case.
- Post implementation - once measures are installed, a first iteration of comparative data should be undertaken and the carrying out of community surveys, traffic counts etc.

This will continue to be reviewed after each stage of the Co-Design process as the project progresses including post delivery monitoring and evaluation that will be undertaken.

Step 5: Review

The Equality and Inclusion Team need at least five working days to comment and feedback on your EqIA. EqIAs should only be marked as reviewed when they provide sufficient information for decision-makers on the equalities impact of the proposal. Please seek feedback and review from the [Equality and Inclusion Team](#) before requesting sign off from your Director¹.

¹ 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.

Equality and Inclusion Team Review: <i>Reviewed by Equality and Inclusion Team</i>	Director Sign-Off: Alex Hearn 
Date: 18/09/25	Date: 18/09/25