

East Bristol Liveable Neighbourhood

Monitoring Strategy (September 2025)

Background

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

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

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

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



East Bristol Liveable Neighbourhood project boundary

We have engaged the communities of Barton Hill, Redfield and St George since January 2022 to help shape and develop the scheme.

- **Co-discover:** January to July 2022. Understanding what people love and what they would change in their neighbourhood. Mapping the barriers to a more liveable neighbourhood
- **Co-develop:** September 2022 to March 2023. Gathering detailed community aspirations using a design toolkit to help shape the Liveable Neighbourhood
- **Trial scheme information sharing:** May to June 2023. Sharing the plan, including a map, for the Liveable Neighbourhood trial that was developed with the community
- **Trial scheme statutory consultation:** January to February 2024. This is the formal process for creating Traffic Regulation Orders to make changes to the highway

Now that the trial scheme has been in place for some time, we are assessing it to decide whether it should be made permanent.

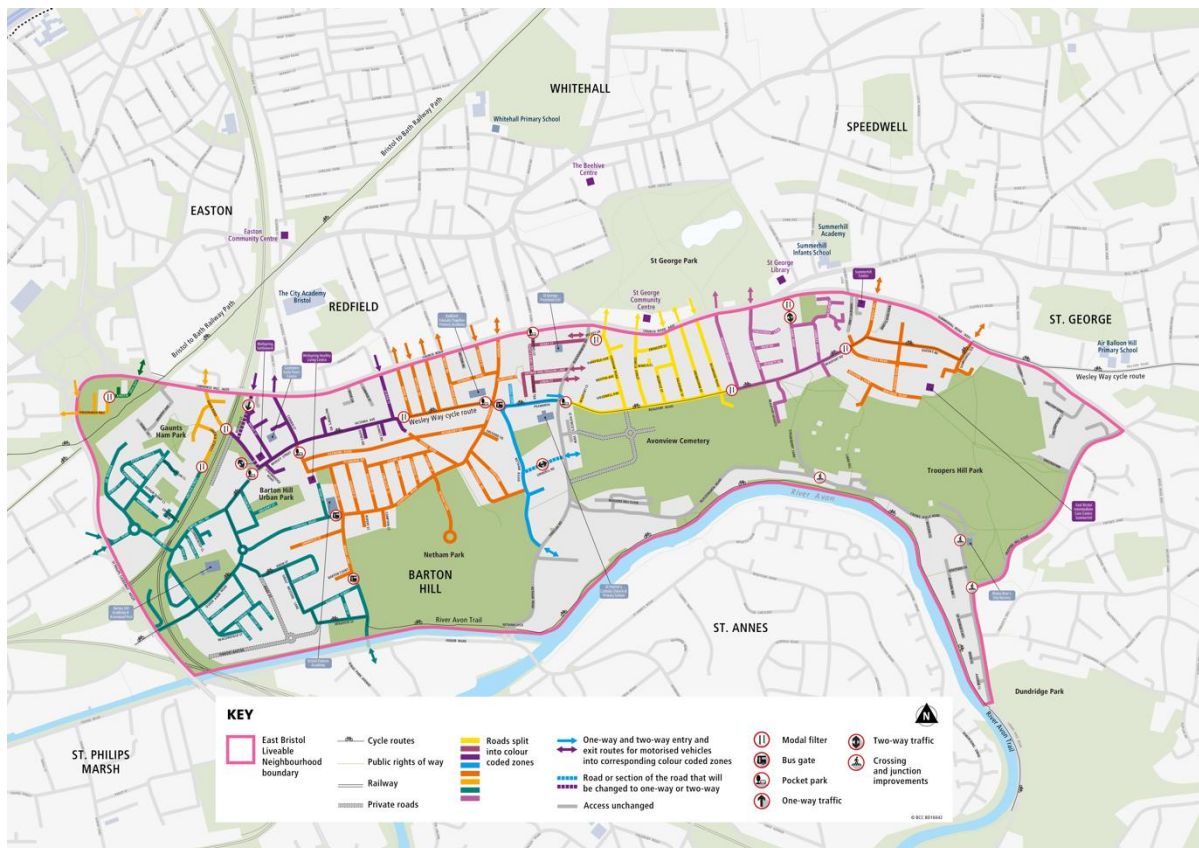
Analysing traffic and other data is key to this, along with auditing layouts from an accessibility perspective and gauging people's views.

If the Transport and Connectivity Committee decide to make to make the scheme permanent, there will be statutory consultation on specific (Traffic Regulation Order-dependent) elements of the scheme (e.g. any changes to modal filters, noting that existing modal filters are already covered by permanent TROs; parking or double yellow lines) in 2026.

We would also aim to carry out further targeted community engagement to inform final layouts on proposals for some specific public spaces.

A second programme of street art and cultural activities might also follow construction of the permanent scheme, which would involve further engagement with communities across the area.

Monitoring Strategy



East Bristol Liveable Neighbourhood trial scheme measures

The main objectives of the East Bristol Liveable Neighbourhood scheme are to achieve:

- A reduction in through motor traffic within the Liveable Neighbourhood and an increase in cycling, walking and public transport
- An overall reduction of motor vehicle movements across the area, when considering boundary roads and the inner area together

The scheme's objectives will be assessed by monitoring traffic and walking and cycling levels, both within the trial area and on the immediate boundary roads.

A wide range of factors unrelated to the scheme (e.g. street works, bridge closures) could influence traffic patterns and the timeframes over which we would expect to see traffic levels reducing, and any such factors should be factored into analysis.

There are also a range of other potential benefits associated with traffic reduction that we will monitor, including:

Traffic

- Reduction in speeding
- Reduction in collisions

- Reduction in bus journey times within the area
- Increase in bus patronage within the area

Air quality

- Reduction in nitrogen dioxide (NO2)
- Reduction in particulate matter (PM10)

Active travel, economy and placemaking

- Increased levels of walking and cycling within and through the area
- Safer neighbourhoods in terms of improved road safety

Equalities

- Realisation of positive equalities impacts, as identified in the scheme’s equality impact assessment, and minimisation of any negative impacts



East Bristol Liveable Neighbourhood trial scheme monitoring area

Our monitoring might also identify challenges. For example:

- Increased traffic on boundary roads, including Church Road, Feeder Road, Blackswarth Road, Crews Hole Road and Summerhill Road (A431)
- Increased traffic in neighbouring residential areas
- Changes in bus journey times on Church Road

What we expect to see and when

There is a growing body of evidence which can help us to understand the likely impacts of Liveable Neighbourhoods. For example, the first low traffic neighbourhood (LTN) in Waltham Forest's 'mini-Holland' saw motor traffic levels fall by over half inside the residential area included and traffic reduction across a wider area when including adjacent main roads.

In Lambeth there has been a:

- 75% reduction in speeding in LTN areas
- 10% reduction in traffic when looking at roads within and on the boundary of LTN areas across London
- 85% reduction in all casualties within LTN areas with no negative impact on boundary roads
- 72% increase in cycling within LTN areas and increases of up to 30% on boundary roads

Government analysis of similar schemes can be found in the [Low Traffic Neighbourhoods Research Report](#).

Liveable Neighbourhoods are part of a wider transport system, and they do not work perfectly overnight. It is essential to evaluate Liveable Neighbourhoods within the wider Bristol travel context and be mindful that it takes time for travel behaviour to adjust and for the full range of benefits to be realised across the wider area.

East Bristol Liveable Neighbourhood will be monitored and assessed according to the stages described below to understand how it is performing and to make improvements. We also set out what changes in behaviour we could reasonably expect to see at each stage of its development.

Stage 0 – Baseline

Extensive area wide data collection was carried out before the start of the East Bristol Liveable Neighbourhood project to understand the transport demand and problems for both active travel and car journeys. This data was collected in March 2022 and included junction turning counts, automated traffic counts, ANPR surveys, and walking and cycling counts.

Since February 2024, we have been collecting live data on traffic levels within the scheme area and on immediate boundary roads. This data is complemented by the traffic data we hold on our main roads, such as Church Road.

Permanent air quality monitors have also been in place throughout.

These data sets will help us assess the impact of the trial scheme and understand how travel patterns and behaviour change adjust.

Stage 0.5 - Scheme implementation

Traffic across the wider area will not have fully adjusted at this point. We would expect to see some higher initial traffic levels within the monitored area than intended by the objectives of the project.

Stage 1 – Settling down 0-6 months

During the six months following the start of the trial period we will conduct traffic, air quality and community feedback monitoring.

At this stage we would expect to see an increase in active travel and a reduction of traffic within the Liveable Neighbourhood trial area. This can give us an accurate reflection of how the scheme is performing against the objectives, accounting for the effect of external factors. At this stage traffic within and around the Liveable Neighbourhood may be meeting the objectives of the project or may need more time to settle down.

If the monitoring review shows that a Liveable Neighbourhood project is achieving or beginning to achieve these objectives, then moving to a permanent scheme should be considered, balancing community feedback/ results from public engagement (which will include a perception survey and independent polling) and any other feedback/suggestions received during this period (e.g. results of the WECIL accessibility audit), with the monitoring data.

Moving to a permanent scheme would enable the delivery of public realm improvements associated with the trial measures and across the Liveable Neighbourhood generally.

Assessment should focus on identifying performance against the objectives, community issues, and traffic problems to identify design improvements, including public realm improvements.

Stage 2 – Regular use

The monitored area should see an overall reduction of motor vehicle movements, when considering boundary roads and the inner area together, within 12 months of the trial being implemented.

Construction of the theoretical permanent scheme might well be incomplete at the 12 month stage. Post-project monitoring and evaluation (including further analysis of data and a survey for residents) would therefore also be undertaken, and a Monitoring Report produced (for submission to the DfT).

What data will be used?

Data will be collected inside the Liveable Neighbourhood as well as on the immediate boundary roads that surround the scheme for the three assessment stages described above.

Data collected includes:

- Traffic counts

- Traffic speeds
- Air quality
- ANPR camera compliance levels at bus gates
- Feedback from councillors
- Feedback from public engagement
- Business engagement
- Citizen Observatories via the Greengage project
- Road safety data

We will work with other organisations to monitor the effect, if any, on:

- Bus journey times
- Passenger transport patronage data
- Emergency service response times

This data will be compared with our initial baseline, which was collected in March and October 2022, and calibrated against travel trends in the wider east Bristol area to understand the impact of the Liveable Neighbourhood in its wider practical context. Any commercially sensitive data will not be shared publicly (in such cases, only high level/aggregated data will be published).

We will update the equalities impact assessment as the project evolves through the review stages, considering data and feedback to understand the benefits, impacts, and adjustments required to ensure the best possible outcomes.

We will publish review reports, supporting data and equality impact assessments on our online consultation platform at www.bristol.gov.uk/eastbristolliveableneighbourhood.

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