

# East Bristol Liveable Neighbourhood

## Trial scheme monitoring strategy

Bristol City Council has committed to reducing personal car miles by 44 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](#).

We engaged the communities of Barton Hill, Redfield and St George since January 2022 to help shape and develop proposals for a Liveable Neighbourhood.

Liveable Neighbourhoods look to re-design streets so that they are people friendly. This can make communities quieter, safer, healthier and improve access to active travel and sustainable transport. This is achieved by re-designing vehicular access so that the whole area is accessible by car, but it is no longer possible to short cut through an area. Instead, instead through traffic will stay on the main roads that are better suited for vehicular traffic.



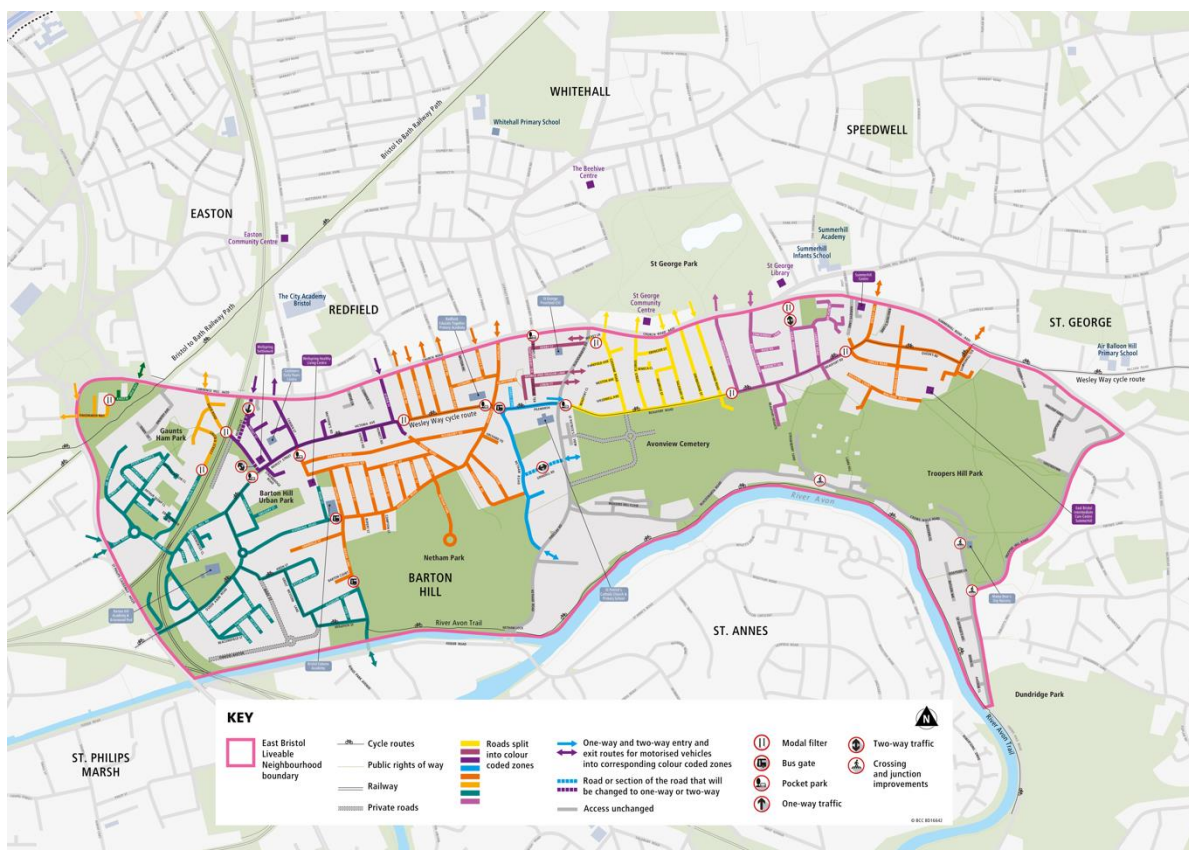
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This is the first scheme of its scale in Bristol, and the measures are being introduced on a trial basis to understand how it works before a decision is made on a permanent layout. The trial scheme is being introduced in phases and work started on 28 of October 2024 and are due to be completed in early January 2025.

We will monitor the impact of the scheme for six months before re-engaging the community to seek feedback on how the scheme is operating.

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<sup>1</sup> East Bristol Liveable Neighbourhood project boundary



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## The main objectives of the Liveable Neighbourhood trial 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.

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

<sup>2</sup> East Bristol Liveable Neighbourhood trial scheme measures



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A broad range of factors beyond a Liveable Neighbourhood influence traffic patterns across a wider area and the timeframe over which we would expect to see traffic levels reducing.

These factors include street works, bridge closures, changes by neighbouring local authorities, and evolving transport policy at a local and national level. These factors must be analysed to understand the benefits and impacts of a Liveable Neighbourhood.

Once traffic patterns have settled down after the trial has been introduced, there are a wide range of other potential benefits associated with traffic reduction that we will monitor, including:

### **Traffic**

- Reduction in speeding
- Reduction in collisions

### **Air quality**

- Reduced emissions across the area
- Reduction in nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub>) and concentrations

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<sup>3</sup> East Bristol Liveable Neighbourhood trial scheme monitoring area

## **Active travel, economy and placemaking**

- Increased levels of walking and cycling within and through the Liveable Neighbourhood area
- Economic benefits arising from passing footfall
- Safer neighbourhoods in terms of improved road safety

## **Equalities**

- Realisation of positive equalities impacts identified in the scheme's equality impact assessment and minimisation of any negative impacts identified through the project

Some potential benefits, such as a reduction in the number of collisions, need to be measured over a longer period and therefore we will need to monitor these for longer than the Liveable Neighbourhood trial period.

**Our monitoring will also identify potential challenges of a Liveable Neighbourhood. These may include:**

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

The impact on these roads will be included as part of the Liveable Neighbourhood traffic and air quality monitoring.

## **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 at the start of the East Bristol Liveable Neighbourhood project to understand the current 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.

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**

We expect disruption to the wider transport network throughout construction and before enforcement of the bus gates begins.

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

Assessment will focus on identifying issues and traffic problems to make specific design improvements where needed.

## **Stage 1 – Settling down 0-6 months**

During the six months following the start of the trial period we will conduct a full round of 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 area. This can give us an accurate reflection of how it 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 these objectives, then moving to a permanent scheme should be considered, balancing community feedback, including any suggestions received over this period and the consultation, with the monitoring data.

Proposals for a permanent scheme layout will be consulted on after six to nine months of the scheme being in place. Moving to a permanent scheme will enable the delivery of public realm improvements associated with the trial measures and across the Liveable Neighbourhood generally.

On the other hand, the specific road network in a given area, and the effect of external factors and local considerations, may mean that a Liveable Neighbourhood warrants more time and adjustments before considering if it should be made permanent.

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.

We would expect to be developing and delivering public realm improvements that enhance the benefits of reduced traffic volumes. The layout of the Liveable Neighbourhood at this stage may already be permanent and not need further modification.

Assessment at this stage should balance community feedback, including any objections received and the consultation, with objective data sources measuring performance against the programme objectives, to consider if the Liveable Neighbourhood should be made permanent if it is not already.

## **What data will be used?**

We will be monitoring a range of before and after data sets to assess the impact of our Liveable Neighbourhood project. 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, our online consultation platform and public consultation
- Business engagement
- Two Citizen Observatories via the Greengage project.

### **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 would not be shared publicly.

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, equality impact assessments, and data packs on our online consultation platform at [www.bristol.gov.uk/eastbristolliveableneighbourhood](http://www.bristol.gov.uk/eastbristolliveableneighbourhood).

Funding secured by



Funded by  
UK Government