

# East Bristol

## Liveable Neighbourhood

### Engagement Report

### December 2025



Funded by  
UK Government

Funding secured by

**WEST** MAYORAL  
OF ENGLAND COMBINED  
AUTHORITY



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## 1. Executive summary

### Overview

East Bristol Liveable Neighbourhood (EBLN) is the first Liveable Neighbourhood scheme to be trialled in Bristol. The trial area includes Barton Hill and parts of Redfield and St George, south of Church Road.

It has included the reallocation of road space for the benefit of pedestrians and cyclists; closing roads to motorised through traffic using modal filters, such as bollards and bus gates; and extensive temporary greening, such as planters and parklets.

### Engagement

There has been extensive public engagement from January 2022 to the end of the engagement period in November 2025.

This report summarises the pre-trial activity (May 2023 to March 2025) and focuses on the trial period (April 2025 to October 2025).

The report compares the 2022 EBLN perception survey responses (S1) with the 2025 EBLN perception survey responses (S2).

The two key public engagement approaches during the 2025 engagement period have been:

1. Independent polling
2. Perception survey (repeated from 2022 for comparison)

Other public engagement has included an accessibility audit by West of England Centre for Inclusive Living (WECIL), two iterations of a Citizens' Observatory, extensive stakeholder liaison (with businesses, emergency services, ward councillors, schools, community groups and residents), along with promoting travel offers.

### Key results

#### Polling

The polling found East Bristol Liveable Neighbourhood (EBLN) to be a polarising topic amongst residents, with an 84% awareness rate and limited neutral responses throughout interviewing.

When asked, a third support the scheme, almost half say they oppose, and 18% said they neither oppose nor support the scheme.

81% of those polled own a car, which is significantly higher than actual car ownership in the area.

## Perception survey

A total of 2,736 responses were received for S2, an increase of 79% from S1, which was 1,528.

60% of S2 respondents reported their postcode to be within the EBLN area (Barton Hill, Redfield, St George Central, St George West and Crews Hole). This is the same proportion as in S1.

The indicators for 'Good air quality', 'Easy and convenient to walk, cycle and use public transport', 'Trees and greenery on the street', and 'Streets are accessible places...' maintain high or essential importance to most people in both S1 and S2 surveys.

Specific feedback on the EBLN trial has also been analysed as part of the results to question 13 (Please tell us if there is anything else that is important to you within your local area) in which 52% of survey respondents commented on the trial and specific aspects. Topics such as impact on traffic levels (34%), general sentiment (21%) and vehicle access (20%) were mentioned most often.

## Other

- WECIL provided Bristol City Council with a list of recommendations.
- The Citizens' Observatory, delivered in partnership with the Greengage project, has engaged multiple groups of people about the trial in two iterations. The findings of this will be available later (noting that it is primarily focused on informing future projects and testing new technology, rather than the specifics of EBLN).
- There have been reports of a drop in trade from some businesses on Avonvale Road. During the trial period we offered adaptation grants aimed at supporting high street businesses within the project area.
- There has been ongoing engagement with Avon Fire & Rescue Service to resolve operational issues and seek feedback, to inform changes if this scheme is made permanent, as well as to inform any future schemes of this kind.
- We received 482 emails during the trial. The top two themes relate to traffic and journey times. Email feedback has included elements that are working well, suggestions for specific changes, and calls to remove the scheme.
- High numbers of people have redeemed the free First Bus vouchers sent to 5,942 households within the EBLN area (2,432 unique users). 232 people within the EBLN area have taken up one of the city-wide active travel offers, and 39 people have participated in personalised travel planning. The bus vouchers helped to promote the new number 16 bus service which runs through the area.

## Next steps

This engagement report, along with the monitoring report, will feed into the upcoming Transport and Connectivity Committee decision regarding the future of the scheme.



# East Bristol Liveable Neighbourhood: Engagement Report

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

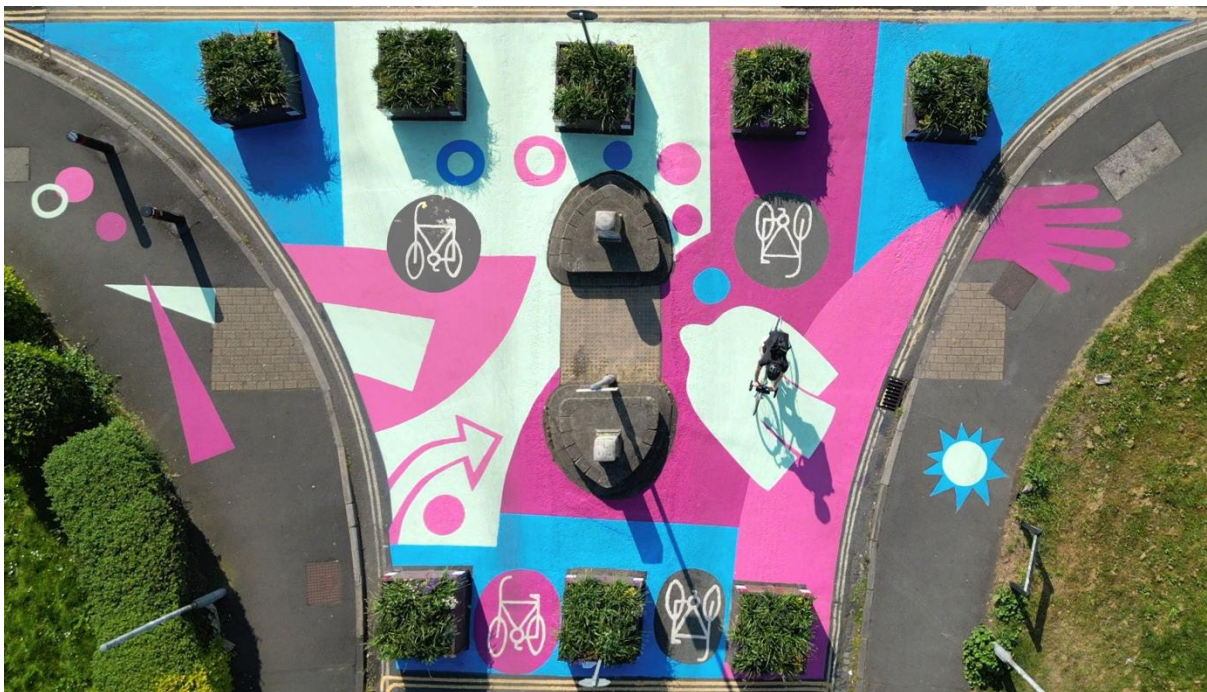
Phases of engagement included:

- **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. [Download the Co-Discover Engagement Report.](#)
- **Co-develop:** September 2022 to March 2023. Gathering detailed community aspirations using a design toolkit to help shape the Liveable Neighbourhood. [Download the Co-develop Engagement Report.](#)
- **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 was the legal process for creating Traffic Regulation Orders to make changes to the highway. [Download the Statutory Objection Report.](#)

Trial measures included:

- Reallocation of road space to benefit of pedestrians and cyclists.
- Closing roads to motorised through traffic using modal filters, such as bollards and bus gates.
- Extensive temporary greening, such as planters and parklets.

Alongside the trial measures, we have installed 15 cycle hangars in the scheme area (plus 5 more through a citywide programme), and delivered a cultural programme, including large surface public artwork and the ‘activation’ of public realm areas.



Beaufort Road parklet – artwork by Molly Hawkins

# East Bristol Liveable Neighbourhood: Engagement Report

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A range of offers and exemptions, both temporary and permanent, have been put in place, including:

- Bus gate exemptions for Blue Badge holders, those with disabled tax class vehicles, and professional carers working in residents' homes.
- Support for low income households (bus gate exemptions are temporary and valid for 12 months only) and children with a personal travel budget.
- First Bus vouchers to encourage sustainable travel sent to all households within East Bristol Liveable Neighbourhoods boundary.
- Personalised travel planning.
- Business adaptation grants (available for a limited time).

For more detail, including take-up numbers, see [Appendix G](#).

Please note: The exemptions policy is being reviewed separately to the main project because it is a wider strategic matter, and exemptions might change if the scheme is made permanent.

## Next steps

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 an accessibility audit, updating the project's Equalities Impact Assessment, and gauging people's views. This information will be used to inform changes to the scheme if it is made permanent.

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

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



*An EBLN planter*

### 3. Public engagement approach

Public engagement included:

#### Polling

- Carried out by a fully independent company.
- A representative sample of the local population was interviewed.
- We received 296 responses, giving us a robust sample size that provides a reliable snapshot of local views.
- Interviews lasted for around 10 minutes and were carried out face-to-face.
- Questions were based on Department for Transport questions used for similar schemes, which is the recommended approach for liveable neighbourhoods.

#### Perception survey

- Questions were the same as the pre-trial survey (S1) to allow for before and after comparison.
- Using established [Healthy Streets](#) metrics.
- Letter sent to all households within the EBLN boundary, inviting them to complete the survey. See [Appendix F](#). This included a summary of how people can have their say, such as through the survey, polling and feedback via the Liveable Neighbourhood team.
- Paper copies in English were available at community centres in the area and on request.
- Online survey form open for all to complete, available in English, Arabic, Somali and Easy Read.
- Different formats available on request, including braille and British Sign Language.

The perception survey and polling results can be found in chapters 4 and 5 of this report.

#### Other

##### **Accessibility audit**

The West of England Centre for Inclusive Living (WECIL) carried out an accessibility audit. See [Appendix C](#) for details.

##### **Citizens' Observatory**

This process, delivered via the (separate) Greengage programme was primarily focused on informing future projects and testing new technology, rather than the specifics of the

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EBLN. However, useful insights have been captured that might help to inform changes to designs if the scheme is made permanent. There were two iterations of the Observatory, the first in summer 2024 and the second in autumn 2025.

They included:

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

See [Appendix D](#) for further details.

## Stakeholder liaison

We have been in regular contact with stakeholders pre – trial (May 2023 to March 2025) and throughout the trial period (April 2025 to October 2025), including when new offers and exemptions were announced, when posters and translations were available, and when the perception survey was launched.

Stakeholders include:

- Local MP (and staff) for Bristol East, ward councillors, emergency services, community champions (such as paid professionals, community animateurs and connectors from local organisations as well as active residents).
- Accessibility and equality groups such as West of England Centre for Inclusive Living.
- Internal stakeholders/project teams.
- Local campaign and community groups.
- Local businesses, shops and local services, such as GP surgeries and waste collection.
- Schools and other educational establishments.
- Public transport providers.

## East Bristol Liveable Neighbourhood: Engagement Report

Mailouts to stakeholders:

Date	Content	Format	Recipients
May-23	Pre-trial update	email	375
May-23	Postcard - trial information events	postcard	6,213
Sep-23	Update on EBLN trial	email	427
Sep-23	Trial changes	letter	6,213
Dec-23	Delay to statutory consultation	email	420
Jan-24	Statutory consultation	letter	6,213
Oct-24	Trial measures	letter	6,213
Mar-24	TRO approval	email	427
Feb-25	New exemptions and travel offers	email	429
Apr-25	Low income exemption offer posters	email	64
Jun-25	Bus gate exemptions and enhanced travel offers	email	61
Jun-25	First Bus letter and vouchers	letter	5,942
Sep-25	EBLN survey launch	email	503
Oct-25	EBLN survey residents' letter	letter	6,478
Sep-25	EBLN survey posters and survey push	email	45
Sep-25	EBLN survey posters sent to councillors	email	10
Oct-25	EBLN survey Somali translation launch	email	14

## Further business engagement

We engaged extensively with local businesses pre – trial (May 2023 to March 2025). This included in-person visits to businesses on Church Road, Barton Hill Trading Estate, Robert Street, Avonvale Road and Marsh Lane. We held multiple in-person and online briefings for businesses in the area, as well as in-person meetings with some businesses.

Date	Type of event	Number of conversations /attendees	Location
10.5.23	Business briefing	20	Taxi Forum briefing
16.5.23	Business visits	6	Church Road
18.5.23	Business visits	5	Church Road
24.5.23	Business visits	11	Barton Hill Trading Estate & Avonvale Road local businesses
5.6.23	Business visits	1	Barton Hill Trading Estate
27.6.23	Business briefing	15	Avonvale Road local businesses
9.5.24	Business visits	2	Marsh Lane Businesses
24.5.24	Business visits	2	Marsh Lane Businesses
16.9.24	Business meeting	1	Individual Business meeting
3.10.24	Business visits	28 approached	Marsh Lane/Avonvale, Trading Estate, Robert Street
10.12.24	Business meeting	1	Individual Business meeting
19.12.24	Business meeting	1	Individual Business meeting

In total we completed seven rounds of business visits, two business briefings, and three individual business meetings.

We sent out three stakeholder emails pre-trial (May 2023 to March 2025) along with three area-wide information letters, and one information postcard.

During the trial period (April 2025 to October 2025), in addition to some email liaison between the project team and specific local businesses, the engagement team, along with a ward councillor, visited businesses along Avonvale Road to provide details of the Liveable Neighbourhood High Street Adaptation Grant.

This fund is not available area-wide but is targeted for those where concern has been raised.

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Six out of seven businesses engaged in conversation and details of the grant were relayed, along with a paper copy of the associated application form.

Date	Type of event	Number of conversations /attendees	Location
21.8.25	Business meeting	1	Individual business meeting
25.09.25	Business visits (regarding the Innovation Fund)	6	Avonvale Road

Five businesses along Avonvale Road have reported a drop in trade following the introduction of the trial, whether passing trade or visiting from further afield. This was reported to Bristol City Council officers and a councillor during the business visits.

We have received emails outlining concerns from 12 businesses (9 within the area, 2 outside the area, 1 unknown) from October 2024 to October 2025. Concerns identified included: general impact on operations (8), effect on journey efficiency and time (6), traffic (6), accessibility of customers (6), accessibility of business (4), access for providers/traders (3), and a drop in trade (3).

Local councillors and council leadership visited businesses during the trial to discuss concerns, and we have received this feedback regularly. We have tried to address these concerns as they arose.

For more information on business impact, please see the Monitoring Report for footfall and behavioural insights in some select locations.

### Ward councillor engagement

Between June 2024 and March 2025 we held 12 online briefings, open to councillors with an opportunity for any questions (10 of those were also open to the MP's office).

Since April 2025 we held two online briefings for ward councillors. Information regarding offers, exemptions and the perception survey was also shared, along with posters to be distributed within individual networks.

We hosted three additional meetings for councillors in November and December. The first to make suggestions and the second and third to answer questions.

We have liaised closely with ward councillors throughout the process, answering questions as they arise wherever possible. Ward councillors have also received the area-wide stakeholder emails.

## Emergency services engagement

We have engaged extensively with all the emergency services throughout the pre-trial and trial period.

Between May 2023 and March 2025 we held three briefings open to all emergency services, along with meetings with individual services.

Locations and type of modal filters (measures in the road to prevent through traffic) were shared with all emergency services, along with any codes needed to drop bollards where required.

Since April 2025 we have had four meetings and extensive email liaison with Avon Fire & Rescue Service (AFRS).

There has also been data monitoring-related liaison with them, as well as engagement between the council and AFRS at a senior level, including a report presented to the executive team at Bristol City Council.

Anything raised, via emails, meetings, the report or otherwise, has been reviewed by the project team, who has worked, and continue to work, closely with them to resolve any valid issues raised and take any concerns or preferences on board.

These have included:

- Issues with existing temporary infrastructure, such as broken padlocks on bollards and the location of cycle hangars.
- Issues with parked cars, some of which can be addressed if the scheme is made permanent.
- Preferences regarding modal filters, such as increased use of ANPR cameras in place of bollards where feasible) if the scheme is made permanent.
- Preferences where modal filters for the South Bristol Liveable Neighbourhoods project and any other future projects of this nature are concerned.

We have had correspondence via email with Avon and Somerset Police along with relevant information sharing.

All emergency services have been included in our stakeholder emails, as well as being contacted about data for the trial period - see the Monitoring Report for related information.

## School engagement

All local schools were informed about EBLN consultation, engagement, and key updates.

We reached out to them all regarding the School's Active Travel Team's free offers, including events, assemblies and workshops to promote active travel.

Some schools have taken us up on these offers, including Be Bright Be Seen and Scooter Skills workshops/assembly. We continue to reach out to those who have not responded or have not yet taken up these offers.

Schools in the area include:

- Barton Hill Academy
- Briarwood Infants School
- St Patrick's Catholic Primary
- City Academy
- Summerhill Academy
- Summerhill Infants
- Air Balloon Primary
- Redfield Educate Together

Barton Hill Academy, Briarwood Infants School and Redfield Educate Together all engaged in workshops which informed the arts programme across EBLN in 2025.

Redfield Educate Together also participated in the Citizens' Observatory programme. See [Appendix D](#).

## Other engagement throughout the trial

### Emails

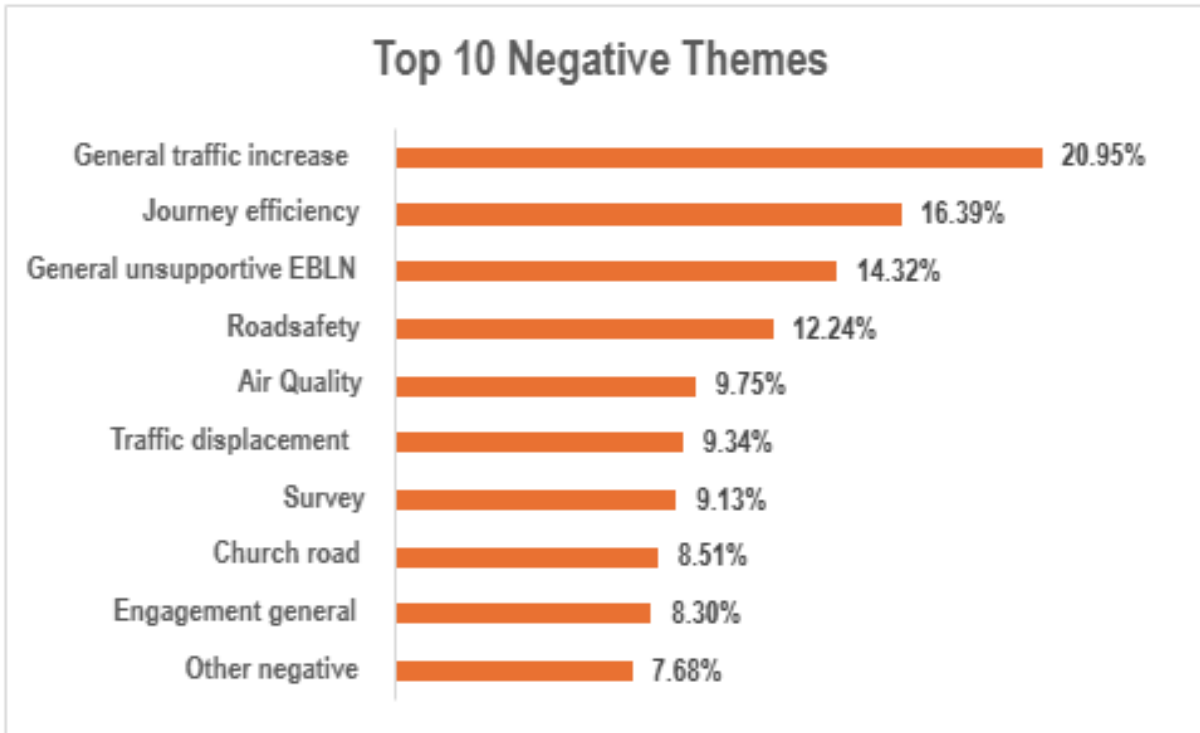
We received 482 emails from members of the public between 1 April 2025 and 7 November 2025 (when the public engagement period ended).

Some analysis of these emails reveal that concerns are predominantly focused on traffic and transport impacts following recent changes. The most frequently cited issue is a general increase in traffic, closely followed by worries about journey efficiency, road safety, and air quality, which highlights a strong perception of congestion.

A significant proportion of responses express unsupportive views toward the EBLN, alongside fears of traffic displacement into surrounding areas.

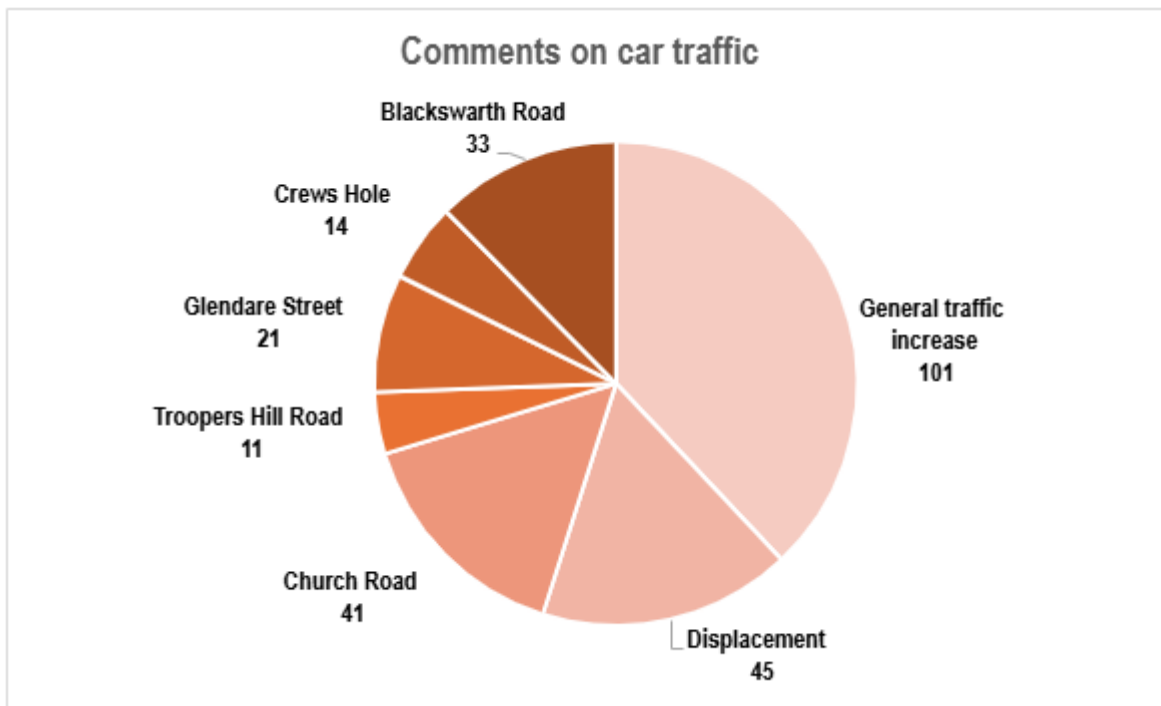
Communication from the council, the EBLN survey, and engagement processes were also noted as areas where people feel we have fallen short.

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Bar chart showing the top 10 negative themes from emails

Specific locations, such as Church Road, Blackswarth Road, Glendare Street, Crews Hole, Troopers Hill Road and Queen Anne Road, have been highlighted with regards to an increase in car traffic. We have also had multiple comments highlighting issues with the Blackswarth Road, Church Road and Chalks Road junction (including banned turns and signalling times).

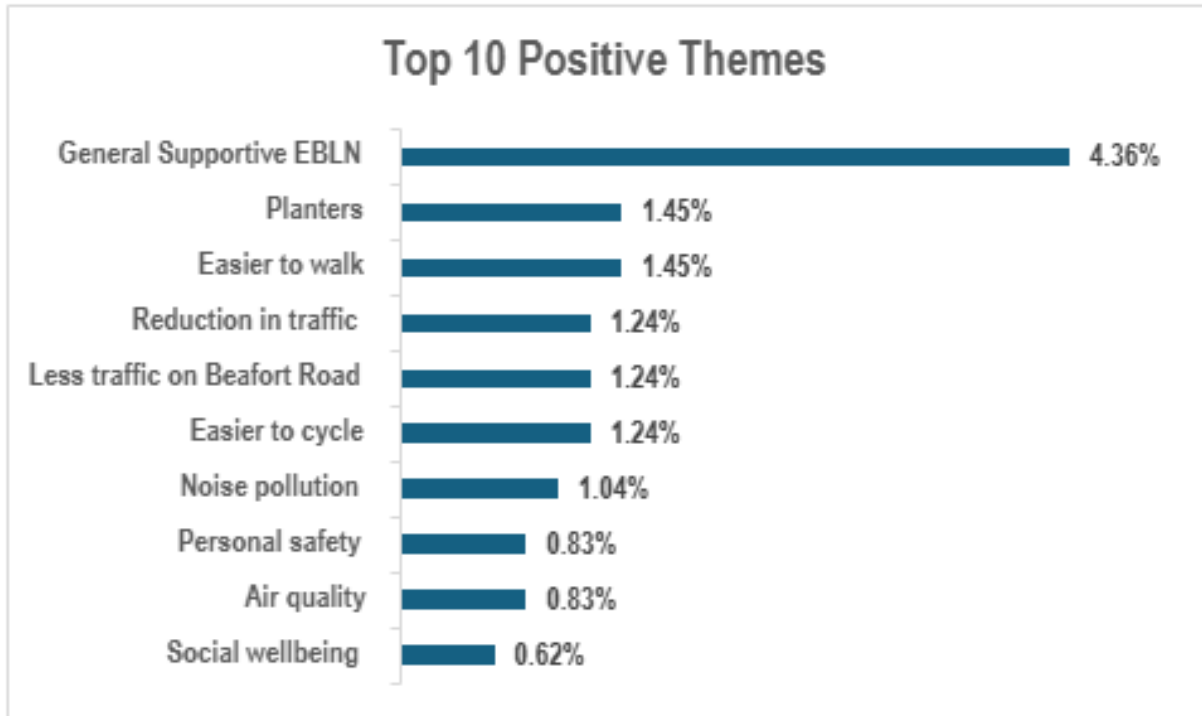


Pie chart showing the number of comments about car traffic and locations via email

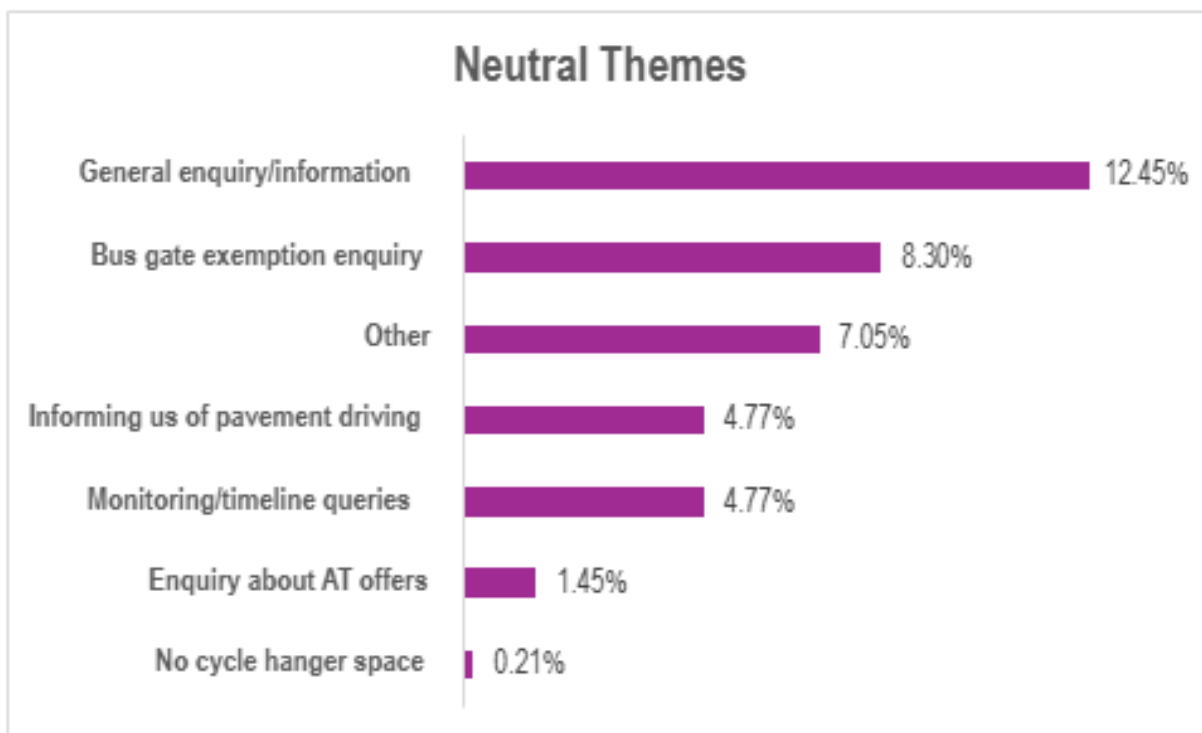
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Secondary themes include the local economy, concern about access for the emergency services, and broader wellbeing considerations, such as mental health and sense of community.

We also received large numbers of generally supportive emails and general enquiries.



Bar chart showing the top 10 positive themes from emails



Bar chart showing the neutral themes from emails

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We have responded to more than 3,500 emails to from the Liveable Neighbourhoods email address regarding EBLN since January 2022.

Concerns and design suggestions have been responded to by the project team as they have been received.

## Newsletters and press releases

We sent six newsletters to 1,071 subscribers from 14 April 2025 to 7 November 2025.

We also issued six press releases, which are available on the [EBLN project website](#).

## Social media posts and promoted posts for the perception survey

There were nine social media posts across the council's Facebook, Instagram and X (Twitter) channels, receiving 32,498 views, 243 clicks and 173 comments.

There was a sponsored social media advertising campaign across Facebook and Instagram, with a 35,814 reach, 1,278 clicks and 234 comments.

## Postal and letters

In June 2025, we sent 5,942 households within the EBLN boundary an information leaflet (available at [Appendix G](#)), and First Bus vouchers worth a total of £97.50. 16,197 vouchers were then redeemed between June and October 2025.

We sent 6,478 households within the EBLN boundary a letter on 29 September 2025 launching the perception survey and identifying the next steps of the trial. See [Appendix E](#).

## Posters and physical assets

Throughout the trial period we produced multiple posters and physical assets. The low income offers and bus gate exemptions poster was sent to 503 stakeholders via email and physical copies were displayed in community noticeboards across the area, which are managed by Eastside Community Trust.

We sent three translations of the perception survey posters to 55 stakeholders via email, delivered physical copies to community centres, secured A3 posters around the EBLN area, and put posters in high-rise buildings in Barton Hill. See [Appendix E](#) for examples and locations of these posters.

## iCasework complaints

55 formal complaints were received between 14 April and 7 November via Bristol City Council's complaints management system. 50 of these complaints have been responded to, with the remaining 5 complaints in the process.

## 4. Poll findings

Polling is the recommended evaluation method for Liveable Neighbourhood schemes by the Department for Transport. This polling was carried out by an independent, accredited polling organisation, Walnut Unlimited Ltd.

### Objectives

The purpose of the research was to measure satisfaction and the perceived benefits of the recently installed Liveable Neighbourhood trial scheme in east Bristol, the first to be installed in Bristol.

The survey covered:

- Satisfaction of the local area.
- Feelings of belonging in the local area.
- How much residents feel they know about the Liveable Neighbourhood scheme.
- Support and opposition of the Liveable Neighbourhood scheme.
- Perceived impact of the Liveable Neighbourhood scheme.

### Methodology

<b>Sample size</b>	296 interviews - 237 inside the EBLN area, 59 outside the EBLN area.
<b>Sample profile</b>	A representative sample of residents living in the East Bristol Liveable Neighbourhood area (Barton Hill and parts of Redfield and St George); and a representative sample of residents living just outside the EBLN area.
<b>Quotas</b>	Quotas were set on age, gender, ethnicity and working status (Census 2021). A maximum of one interview per household was permitted. No referrals were accepted.
<b>Methodology</b>	10-minute quantitative face-to-face survey
<b>Fieldwork dates</b>	29 September to 3 November 2025

Data has been compared to surveys undertaken by Ipsos (2024) and Kantar (2021) on behalf of the Department for Transport.

All aspects of the research were conducted in accordance with the MRS Code of Conduct as well as ISO 20252 and ISO 27001, the international standards for market research and information data security.

## Key findings

- Awareness of the scheme is high at 84%.
- The scheme itself and the perceived benefits are polarised among residents.
- While a third support the scheme when asked, almost half say they oppose and 18% said they neither oppose nor support the scheme.
- When looking at the perceived benefits, many measures show an even split between positive and negative responses, with far fewer respondents selecting neutral compared to the benchmarking survey.
- Almost one in three residents are in support for scheme, and support is especially high among higher social grades.
- Many also see the benefits of the scheme, with 38% saying the scheme has had a positive impact on the safety of walking and cycling, and 29% on the number of vehicles travelling through.

## Demographic differences

Please see the report ([Appendix B](#)) for fuller details on the demographic differences in responses, however, below are some brief headlines:

- **Ethnicity:** Those from Black, Asian and minority ethnic communities (identified as ‘ethnically diverse’ in the polling report) tend to feel more positively about the scheme. While those who are white are significantly more likely to disagree that the scheme has made their neighbourhood more pleasant and helped create a sense of community.
- **Cars in households:** When it comes to perceived differences because of the scheme, those who have no cars in their household are significantly more likely to say the scheme has made a positive difference to the choice of transport modes available. Those with cars in their household are significantly more likely to disagree that the scheme has reduced traffic congestion. Overall, there are few questions where differences can be seen between those who own a car in their household and those that don’t.
- **Socio-economic grade:** Support for the EBLN both in principle and practice is significantly stronger among the higher socio-economic grades.
- **East and west:** There are very few significant differences between the two areas within the EBLN boundary.
- **Inside and outside EBLN:** Overall, there are few differences between the opinions of those who live in or just outside the scheme.

## Considerations

- 81% of people polled reported owning a car - 50% one car or van, 31% two or more cars or vans. This is higher than the LSOA average car ownership for the EBLN area, which is 68% (Census 2021).
- Neutral responses in general throughout the report are lower than benchmark studies, which shows this scheme is polarised. The polling report suggests that

this could indicate that the high levels of awareness of the scheme has likely resulted in strong opinions among residents.

- Schemes in the benchmark studies have been in situ for a longer period than the EBLN (one and a half years and one year). This poll has been completed unusually early (with the scheme in situ for six months) compared to benchmark studies, therefore the results are not directly comparable.

## 5. Perception survey findings

The EBLN perception survey Stage 1 (S1) launched pre-trial on 31 January 2022 and closed on 13 March 2022. The EBLN perception survey Stage 2 (S2) launched during the trial on 29 September 2025 and closed on 7 November 2025.

This survey was designed in line with the Healthy Street indicators. These are the indicators that are essential for making streets work well for all people. Delivering against these indicators will make sure that the majority of residents can access and enjoy using streets and lead active, healthy lives.

Each indicator is backed by scientific evidence that it improves health, reduces inequalities, and encourages people to walk, wheel and cycle.

A total of 2,736 responses were received for S2, an increase of 79% from S1 (1,528). The results of S2 have been compared to S1 and the key headlines are:

- Demographics of the respondents have changed. There are more commuters/visitors to the area who have responded than in S1. There are also more regular car users.
- The Redfield area had the highest response rate for S2 at 650 responses, followed by 643 responses from people in the 1km 'buffer' around the scheme.

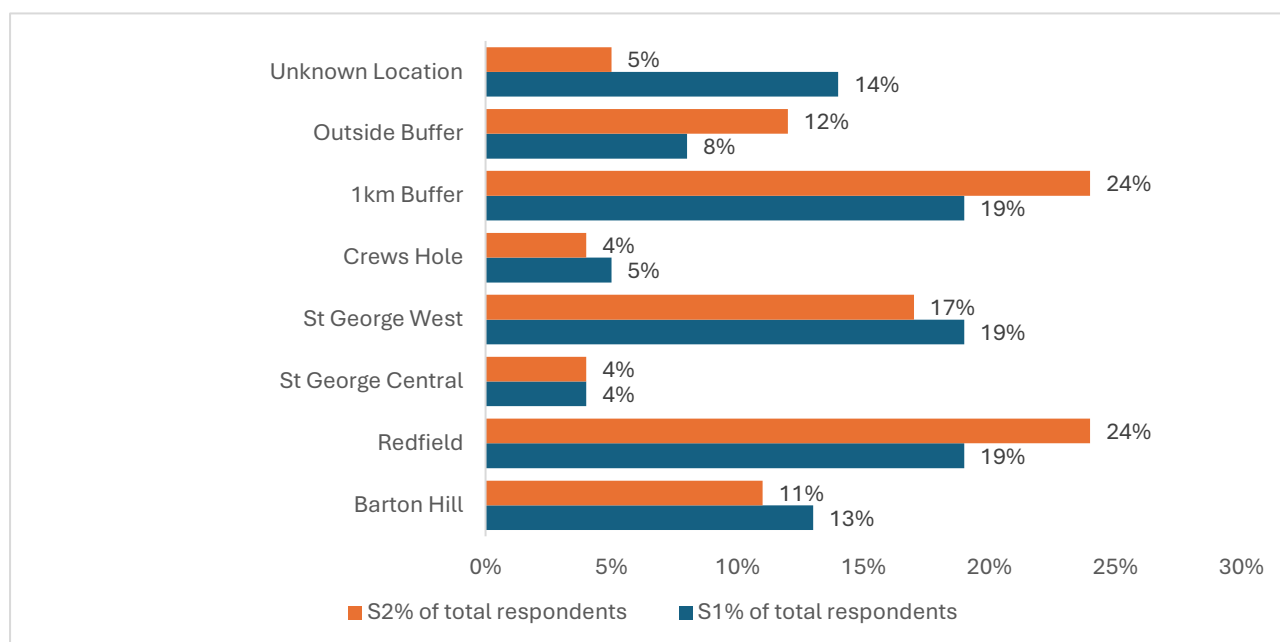


Chart showing percentage of respondents in S1 and S2 survey by area

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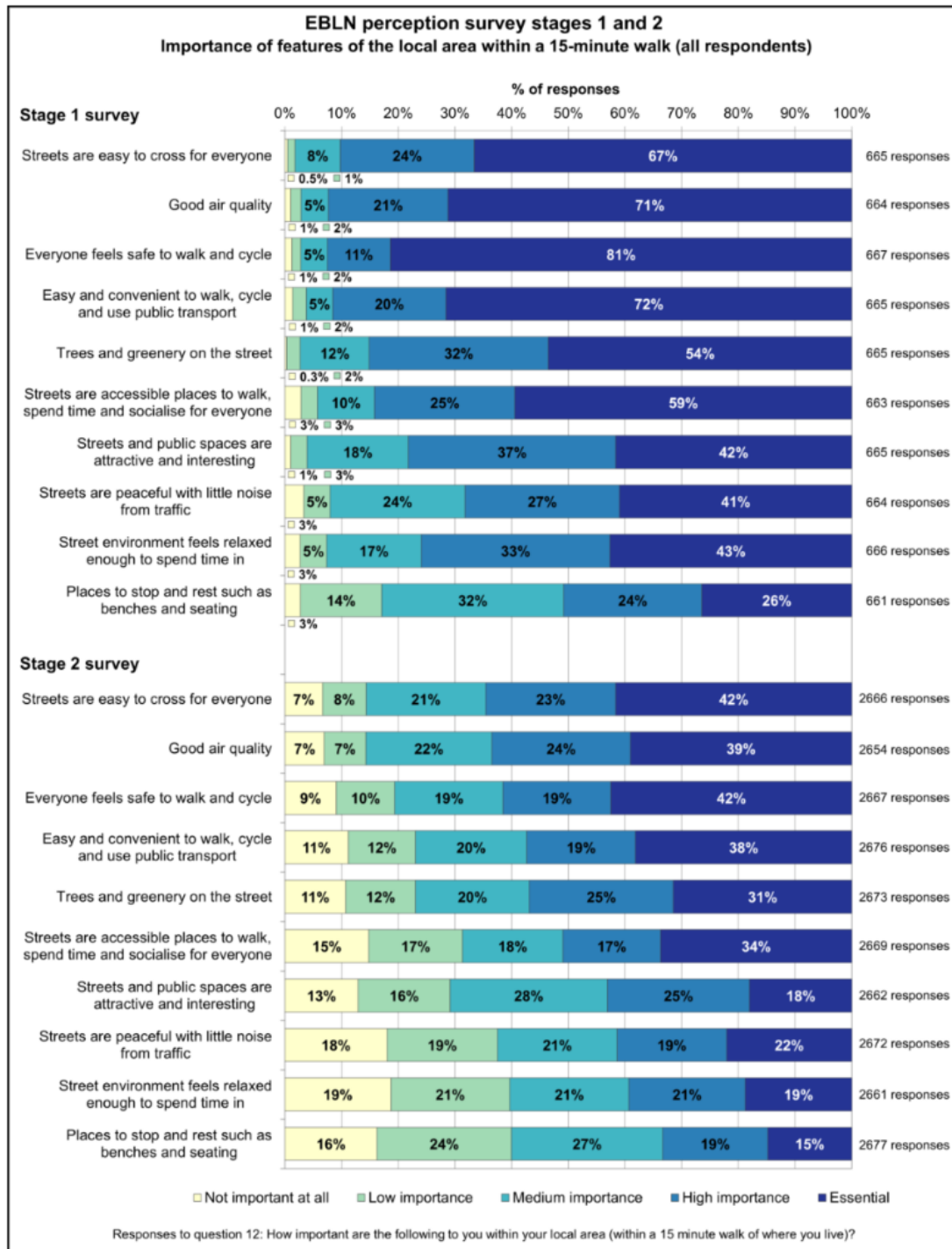
The difference in response rate can make comparison difficult. See [Appendix A](#) for full details on the perception survey and further cross analysis regarding postcodes.

Feedback on the EBLN trial has also been analysed as part of the results to Question 13 (Please tell us if there is anything else that is important to you within your local area), in which 52% of survey respondents commented on the trial and specific aspects. See [Appendix A](#) for the full results.

We have highlighted three key graphs on the following pages.

# East Bristol Liveable Neighbourhood: Engagement Report

## Q12: How important are the following to you within your local area (within a 15-minute walk of where you live)?



Graph note: Neighbourhood features are ranked by the percentage of respondents who said each feature is 'essential' or 'high importance' in S2. The features are listed in the same order for S1.

- The question asked respondents to report on the indicators by importance of Essential, High Importance, Medium Importance, Low Importance or Not Important at all.

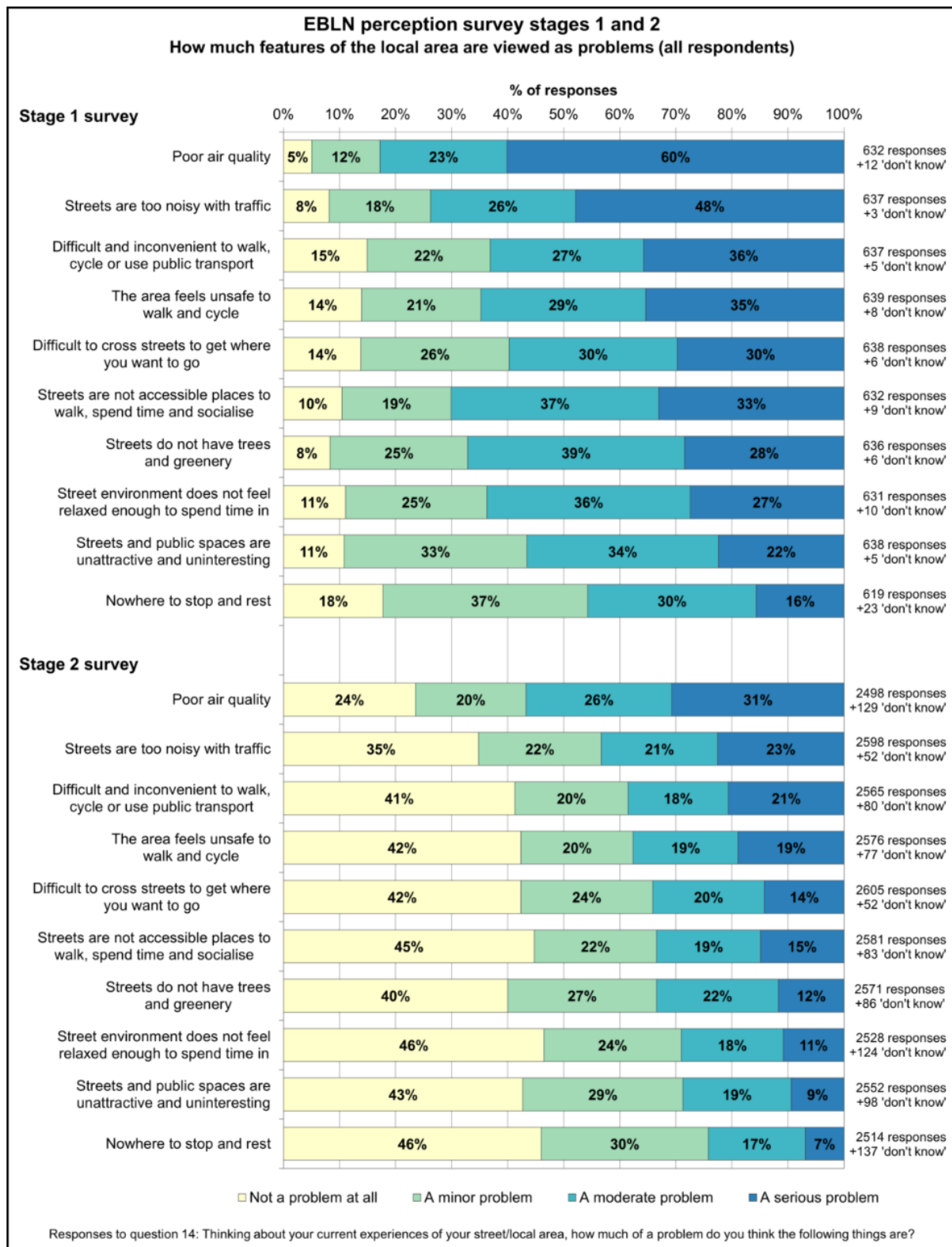
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- The indicators which received the highest reported 'essential' importance by respondents were 'Streets are easy to cross for everyone' (42%) and 'everyone feels safe to walk and cycle' (42%). In S1 this was reported as 67% and 81% respectively.
- In addition, the indicators for 'Good air quality', 'Easy & convenient to walk, cycle and use public transport', 'Streets are accessible places...', and 'Trees and greenery on the street' maintain high or essential importance to most people in both S1 and S2.

# East Bristol Liveable Neighbourhood: Engagement Report

**Q14: Thinking about your current experiences of your street/local area, how much of a problem do you think the following things are?**



Graph note: Neighbourhood features are ranked by the percentage of respondents who said each feature is a 'moderate problem' or 'serious problem' in S2. The features are

## East Bristol Liveable Neighbourhood: Engagement Report

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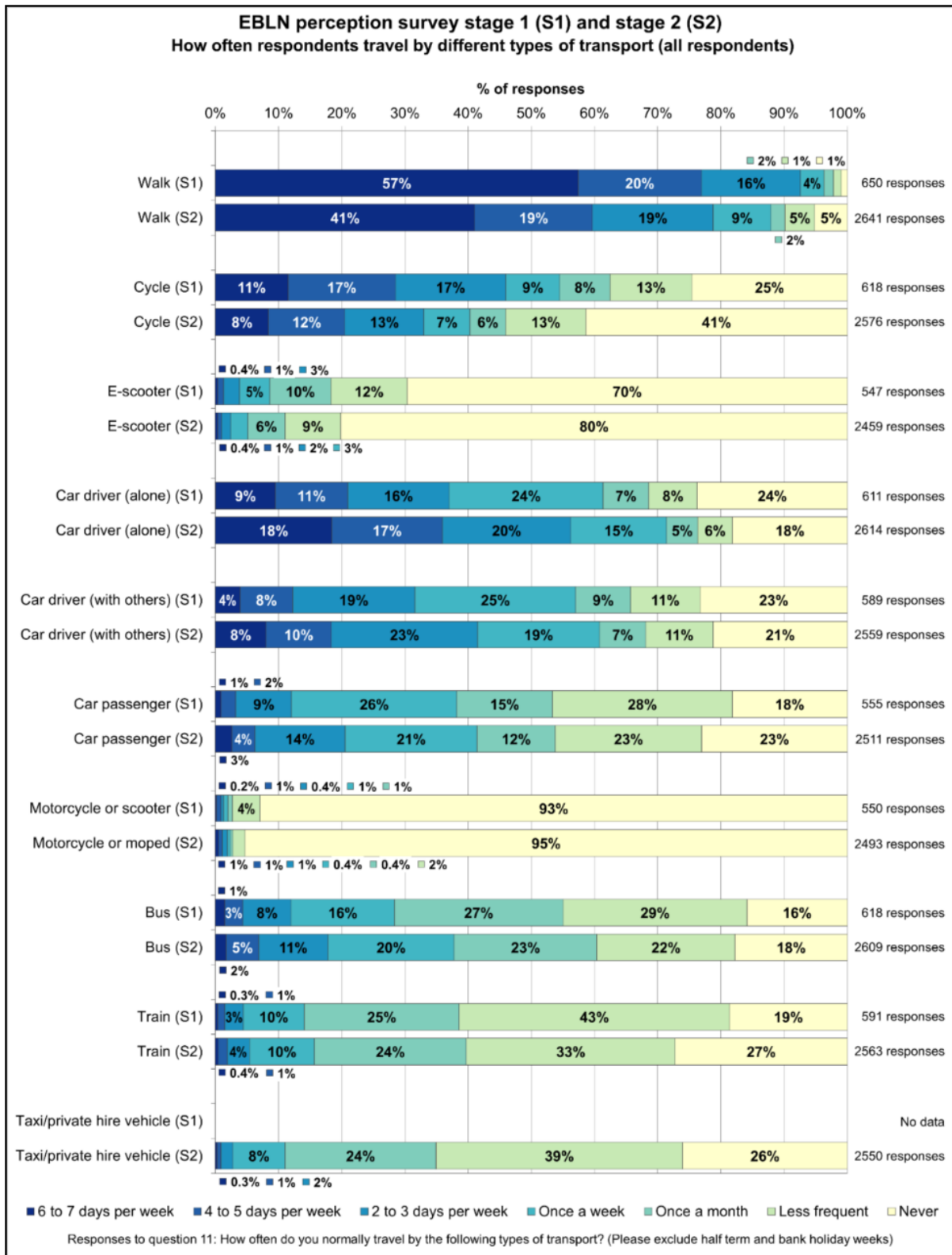
listed in the same order for S1. The number of respondents who answered 'don't know/no opinion' are shown in the chart notes and excluded from the percentages.

The number of respondents who answered this question in S2 was 308% higher than in S1.

- Across all listed features, there was an increase in respondents reporting that features were 'not a problem at all' between S1 and S2. The largest comparison can be seen on 'Street environment does not feel relaxed enough to spend time in' with 46% of all S2 respondents and 11% of all S1 respondents reporting this as not a problem, an increase of 35%.
- Over half of all respondents in S2 reported poor air quality as a moderate or serious problem (57%). In S1 83% of respondents reported this as a moderate or serious problem.
- In S1, 'Streets are too noisy with traffic' and 'Streets do not have enough trees and greenery' were the two features lowest reported as not a problem at all (8% of all respondents). In S2, this increased to 25% and 40% respectively.

# East Bristol Liveable Neighbourhood: Engagement Report

**Q11. How often do you normally travel by the following types of transport? (Please exclude half term and bank holiday weeks)**



Graph note: How often each travel mode is used is compared between S1 and S2. There is no information for use of taxis in S1 because this was not an answer option in S1. In S2, 'Motorcycle or scooter' was changed to 'Motorcycle or moped'.

## East Bristol Liveable Neighbourhood: Engagement Report

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- There were fewer respondents to S2 that report they walk (79%) and cycle (33%) at least two or three days a week compared to those in S1 (93% and 45%).
- There were more respondents reporting that they frequently\* travel as a car driver alone (55% from 36%), car driver with others (41% from 31%) and car passenger (21% from 12%).
- The number of respondents reporting that they travel by bus at least once a week\*\* (61%) increased by 6% (from 55% in S1), with those travelling at least once a month decreasing by 7%.

Please note that the quantitative data collected (shown in the paired monitoring report), shows a reduction in car use and an increase in walking and cycling. Just over 68% of households within EBLN have a car or a van (this is an average of the LSOAs in the area, Census, 2021).

\*'Frequently' is defined as a grouping of '6 to 7 days per week', '4 to 5 days per week' and '2 to 3 days per week'.

\*\*'At least once a week' is defined as a grouping of '6 to 7 days per week', '4 to 5 days per week', '2 to 3 days per week' and 'once a week'.