East Bristol Liveable Neighbourhood – Monitoring Report

Overview

This Monitoring report provides data and insights relating to the East Bristol Liveable Neighbourhood trial, as laid out in the scheme's Monitoring Strategy, available at: About the East Bristol Liveable Neighbourhood

The report seeks to understand how the scheme is operating six months after the main trial measures were installed.

The Council has been collecting live data on traffic levels within the scheme area and on immediate External Roads. Comparisons can be made between data collected in October 2024 (i.e., Pre Implementation of scheme trial) with October 2025 (i.e., Post Implementation of scheme trial). The comparative data set encompasses the first two weeks of October 2024 and the first two weeks of October 2025. The dates evaluated are 2-16 Oct 2024 and 1-15 Oct 2025 (Wednesday – Wednesday). Hourly data between 07:00-19:00 has been used as the basis for comparative assessment.

Please see the Engagement Report for details regarding the project's background and next steps.

SYSTRA Statement

SYSTRA has been appointed by Bristol City Council to prepare this report based on data analysis undertaken by a third-party consultant. We assume all of that consultants data processing is correct as per the methodology provided to us.

Neither SYSTRA nor Bristol City Council can be held accountable for errors in the data provided by third parties, where these errors have not been identified through normal checking processes undertaken by the third-party consultant.

Contents

Glossary

Below are the meanings of some words used throughout this report that you may be unfamiliar with, or which may have a specific meaning in the report context:

Table 1: Glossary

Term	Definition
@	The @ symbol in this report is an abbreviation for 'at the junction with'. For example, 'Blackswarth Road @Pile Marsh' should be read as 'Blackswarth Road at the junction with Pile Marsh'
85th Percentile Speed	The 85th percentile is used in transport monitoring to gauge changes in speeds and speeding behaviour. It is the speed at which 85% of traffic will be travelling at, or below, along a street. 15% of traffic will be travelling faster than this speed. For example, if the 85th percentile speed is 20mph, then 85% of vehicles will be travelling at 20mph or less.
AM Peak	In this report, "AM peak" refers to the hours between 08h00 and 09h00.
Analysis period	In this report, the full analysis period refers to the hours between 07h00 and 19h00.
Automatic Traffic Counters (ATCs)	ATCs measure traffic volumes and speeds using two thin tubes that run across the carriageway and are connected to a sensor. When wheels pass over the tubes, the pressure impact is interpreted by the sensor to identify the type of vehicle passing over, and the speed at which it passed. ATCs are considered to be extremely accurate.
Automatic Number Plate Recognition (ANPR) cameras	ANPR cameras are used to read vehicle registration plates with data collected used to inform traffic management and for enforcement. In the context of this report, ANPR cameras are used to enforce some modal filters (bus gates) within the Liveable Neighbourhoods in Bristol so that only those with exemptions or the emergency services can pass through them. It is important to note that some filters have a 'no entry' sign on one side which means they are not accessible from that direction for any vehicles, regardless of status.
External Roads	For the purpose of this report, the "External Roads" of the East Bristol Liveable Neighbourhood trial area are Church Road, Feeder Road, Blackswarth Road and Summerhill Road (A431).
Cell or 'sub cell'	A neighbourhood within a Liveable Neighbourhood is often referred to as a cell or sub cell. Cells are a group of residential streets bordered by an external road as defined above.
Harmonic Average	Harmonic average is a mathematical concept employed to calculate the average or central tendency of a set of numbers, with widespread application in transport analysis. In contrast to the arithmetic average, the harmonic average places greater emphasis on low-speed vehicles and accounts for variations in speeds across different

Term	Definition
	segments of a route.
Internal Roads	These are roads which fall in between two or more external roads in Liveable Neighbourhoods. "Internal roads" are local roads in the East Bristol Liveable Neighbourhood trial area on which the project aims to reduce the amount of traffic through the introduction of modal filters, although some will still lie on through routes within the scheme area. These roads are generally narrower than external roads. Traffic data has been collected on some, but not all, of the internal roads in the trial scheme area. The following road have been monitored as internal roads: Netham Road, Ducie Road, Cobden Street, Chalks Road, Great Western Lane, Beaufort Road, Victoria Avenue, Cobden Street, Church Street, Marsh Lane, Cossham Road, Blackswarth Road East of Fireclay (Crews Hole Road) and Lincoln Street.
Interpeak period	In this report, "interpeak" refers to the hours between 09h00 and 16h00.
Liveable Neighbourhood	A Liveable Neighbourhood is an area where a number of modal filters are strategically placed to prevent motor vehicles. This stops drivers using residential streets as shortcuts and makes it safer and easier to walk, wheel and cycle. In this report, the East Bristol Liveable Neighbourhood trial refers to a Liveable Neighbourhood implemented in Bristol under an Experimental Traffic Management Order (ETO). The positioning of the modal filters means that drivers, including residents, delivery workers and businesses, are still able to reach any part of the neighbourhood while using a vehicle, but the route they need to take to reach their destination may have changed.
Manual Classified Counts (MCC)	MCC surveys are a type of traffic data collection that involve trained enumerators or CCTV cameras to gather detailed insights into all types of traffic movements across roads, junctions, and access points.
Modal Filters	Modal filters are restrictions on the road to prevent motor vehicles passing through, either by presenting a physical barrier, such as bollards or planters, or by camera enforcement. Camera enforcement is used to enable buses and emergency vehicles to access the area. People are legally able to walk, cycle and wheel though filters (and use non-motorised scooters).
Observed data	This is the actual data that was supplied by the data collection company used.
PM Peak	In this report, "PM peak" refers to the hours between 16h00 and 17h00.
VivaCity Surveys	VivaCity surveys use cameras mounted onto telescopic masts to capture traffic movements, including vehicle types. Analysts count the traffic from the surveys to level between 98% and 100% accuracy.

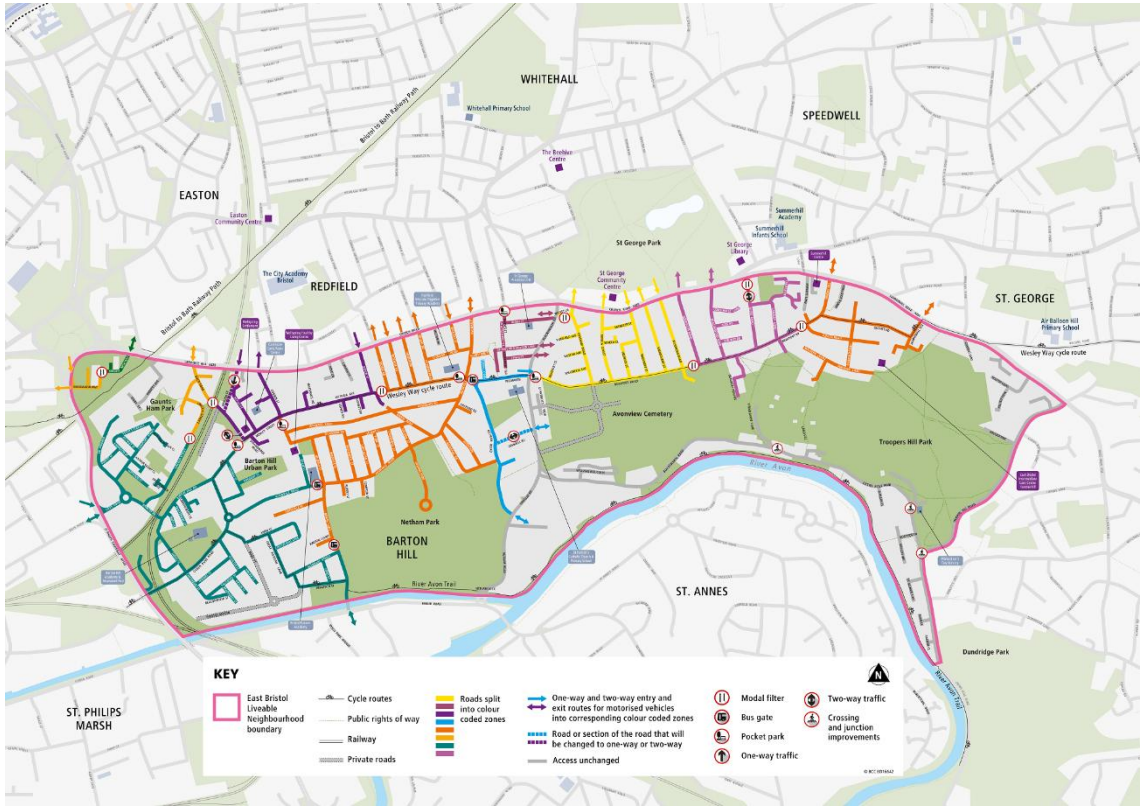
Introduction - Scheme Context

Bristol's first liveable neighbourhood project, the East Bristol Liveable Neighbourhood, seeks to design people-friendly streets. The trial scheme area is in Barton Hill and parts of Redfield and St George, south of Church Road and north of the River Avon.

In 2025, the Council installed nine new modal filters and pocket parks in this trial area to prevent motor vehicles from using local streets as through routes. There are also 24-hour bus gates on Avonvale Road, Marsh Lane and Pilemarsh. Bus gates are an ANPR operated restriction which allow buses, and authorised and exempt vehicles, to pass through but no other general traffic. This is shown in Map 1.

Camera enforcement is used for bus gates so that emergency vehicles, refuse vehicles and relevant buses can still pass through some of the modal filters. Modal filters and pocket parks are enforced through physical measures such as bollards or planters. Camera filters also enable those eligible for exemptions to pass through the ANPR bus gates without incurring a Penalty Charge Notice (PCN). More details on the range of exemptions available for the East Bristol Liveable Neighbourhood bus gates.

Map 1: East Bristol Liveable Neighbourhood trial scheme measures



External roads (“boundary roads” in the map legend and internal roads (“local streets” in the map legend) are shown in Map 2.

Map 2: East Bristol Liveable Neighbourhood trial scheme monitoring area

Monitoring the East Bristol Liveable Neighbourhood trial scheme

While it is expected that there is likely to be some disruption as people adjust to the changes, 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 external roads and the inner area together.

The scheme's objectives are assessed by monitoring levels of traffic, walking and cycling, both within the trial area and on the immediate external roads.

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. 27 automated counters (VivaCity data) were installed in spring 2024 for continuous traffic monitoring using video and image recognition. TomTom data and bus journey time data (ABODS – open-source bus data) was also collected. These data sets are analysed in this report and allow the impact of the trial scheme to be assessed and how travel patterns adjust to be understood.

The comparative data set encompasses the first two weeks of **October 2024** and the first two weeks of **October 2025**. The dates evaluated are 2-16 October 2024 and 1-15 October 2025 (Wednesday – Wednesday). Hourly data between 7am-7pm has been used as the basis for comparative assessment. Comparisons can be made between data collected in October 2024 (i.e., Pre Implementation of the scheme) with October 2025 (i.e., Post Implementation of scheme).

Extensive data was collected in March 2022, including ANPR, ATC, MCC, and targeted pedestrian/cyclist counts. This data is primarily used for model calibration and serves as a reference, but is not included in the current monitoring analysis, except at sites where irregularities affecting data reliability were found.

Traffic Counts Approach

Data has been collected inside the East Bristol Liveable Neighbourhood as well as on the immediate external roads that surround the scheme area. The count data presented in this report is not traffic modelling, but actual observed traffic, comparing traffic flows between October 2024 and October 2025. The council uses various traffic counting methods to understand traffic volumes and speeds within and around the Liveable Neighbourhood to assess if the scheme is having the desired impact and to respond (if required) with mitigating actions.

Collected data that is presented in this report is shown in Table 2.

Table 2: Data Sources

Data Source	Category	Commentary
VivaCity	Walking	Pedestrian count data is assessed at all available count locations.
	Cycling	Cycling count data is assessed at all available count data points, as well as further analysed at isolated count points along Wesley Way – the key signposted route through the study area which links east Bristol with the city centre.
	Motorised vehicles	Motorised vehicle data analysis includes a review of change in the amount of traffic on internal roads, external roads and external roads. This includes traffic counts and traffic speeds for various motorised modes.
TomTom	Journey times	Journey time database has been analysed on selected routes across the scheme trial implementation area and additional residential roads.
Bus data	Bus journey time reliability	Analyse Bus Open Data Service (ABODS) database. ABODS is an extension service to the Bus Open Data Service (BODS), that provides free-to-access reporting and analytics to operators and authorities nationally. This is a user platform to enable analysis of bus data.

VivaCity sensors were used for all sites in the East Bristol Liveable Neighbourhood area. They measure motorised and cycle traffic volumes and motorised traffic speeds, classify the traffic by type and collect data for all vehicles regardless of their speed of travel (including those travelling at speeds below 10mph).

A map of the count sites is presented on the following page. Some locations presented in the map have been slightly shifted from their on-street

locations to assist with legibility.

Post Implementation data (October 2025) is compared with initial Pre Implementation data (October 2024) and is 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).

Collisions data (via STATS19, the main source of data on road casualties in Great Britain), ANPR camera compliance levels at bus gates and Mastercard spend data have also been collected and will be reported on at a later stage. The equalities impact assessment will be updated 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.

Bristol City Council will publish review reports, supporting data and equality impact assessments at www.bristol.gov.uk/eastbristolliveableneighbourhood.

Map 3: East Bristol Liveable Neighbourhood VivaCity Monitoring Sites

Sensor no.	Name
19/20	Blackswarth Road @Pile Marsh (carriageway external)
19/20	Blackswarth Road @Pile Marsh (carriageway internal)
19/20	Blackswarth Road @Pile Marsh (crossing)
19/20	Blackswarth Road @Pile Marsh (footway)
21	Netham Road SB @Feeder Road
22	Netham Road NB @Feeder Road
24	Morton Road
25	Ducie Road @Morton Road
27	Ducie Street @Morley Street
27	Barton Hill Road
28	Victoria Avenue @Morse Road
29	Cobden Street North
30	Cobden Street South
31	Church Road @Chalks Road
32	Church Road @Cossham Road
33	Chalks Road
34	Avonvale Road
35	Marsh Lane
36	Great Western Lane
37	Netham Lane @Pile Marsh
38	Church Road @Barnes Street
39	Cossham Road
40	Beaufort Road
41	Church Road @Summerhill Road
42	Victoria Avenue @Redfield Primary Academy
43	Blackswarth Road East of Fireclay (Crews Hole Road)
44	Blackswarth Road
45	Lincoln Street

Sensor and count line locations can be viewed in more detail on the interactive web map, [VivaCity Sensors Locations].

NB: The @ symbol in this report is an abbreviation for ‘at the junction with’.

Interpreting Count Results

Unless specified otherwise, Tuesday to Thursday (referred to as weekday) and Saturday to Sunday (referred to as weekend) averages have been used and discussed in traffic volumes analysis in this report.

Results in the tables provided indicate daily vehicle flows. Raw data has been analysed and compared to give the observed results. Traffic flows fluctuate daily (generally up to 10%), and background impacts on traffic flows cannot be consistently accounted for in the normalisation on a day-to-day and location-by-location basis. As such, in the tables, changes within -10% to +10% are considered insignificant (i.e., no or negligible change) and are not colour coded. Changes of greater than 10% in a direction aligning with scheme goals (reduced traffic/pollution levels/speeds, and increased cycling) are highlighted in **green**, whilst changes of greater than 10% in the opposite direction are highlighted in **orange**.

The maps presenting raw 2024 or 2025 data have not been colour-coded to reflect the data. They have been colour-coded to portray which sites are external roads and which sites are internal roads.

In addition, vehicles travelling through the Liveable Neighbourhood on external roads may go through multiple counter sites, the summed number of vehicles counted across all monitored roads is likely to be higher than the actual number of trips taken. A decrease/increase in total volumes of vehicles counted across multiple individual roads does not represent the same decrease/increase in total unique vehicle journeys, although this figure can be useful in understanding the magnitude and direction of the scheme's impact.

It is important to note, that this methodology of recording traffic volumes is consistent across both pre- and post-implementation periods (October 2024 and October 2025, respectively). It is considered as the industry standard approach to monitoring the impact of schemes of this nature.

There are a range of other potential benefits associated with traffic reduction that are being monitored, as shown in Table 3.

Table 3: Additional metrics to be assessed as part of monitoring the EBLN

Term	Definition
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 (note: This is being assessed by way of an update to the project's Equality Impact Assessment, which will be informed by both this and the Engagement Report. Equalities impacts have not been assessed as part of this report)	• Realisation of positive equalities impacts, as identified in the scheme's equality impact assessment, and minimisation of any negative impacts

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.

External Factors

These results must be considered in the context of other external factors that could impact the data. The main external factors which could influence results are:

Weather – Weather can have a significant impact on travel choices, especially cycling. On 1st October 2024, the average high temperature was 15°C while it was 16°C on the 1st October 2025. On 1st October 2024, the average low temperature was 9°C while it was 10°C on 1st October

2025. This indicates that, generally, temperatures in both data collection periods were almost identical for both years on 1st October. Therefore, any differences observed in travel activity between these two dates are unlikely to be attributed to temperature variations. A review of historic weather data suggests that in the Pre Implementation period (October 2024), conditions were generally dry and stable. Rainfall was minimal, with only occasional light rain showers. By comparison, the first week of October 2025 saw Storm Amy (3rd October), bring heavy rain, though Bristol was less affected than other parts of the United Kingdom. After the storm, high pressure brought dry, cloudy conditions for several days. Rain returned around 12–14 October 2025 with scattered showers. This data suggests that weather conditions were more favourable for active travel users in the Pre Implementation period. Drier and sunnier weather conditions in the Pre Implementation period also suggest that the assessment is robust, and that any active travel uplifts are not inflated by unusually warm or favourable weather in the Post Implementation period.

Cost of Living Crisis – Rising inflation has led to higher expenses associated with transport (driving and public transport), thereby making travel less affordable. As a result, individuals may have limited their discretionary journeys taken by paid modes (both public and private), with some level of increase in walking and cycling likely despite the cold weather.

Roadworks – Street works or bridge closures could influence traffic patterns and the timeframes over which we would expect to see traffic levels reducing, and should be factored into the analysis. Bristol City Council's traffic management team provided a log of all roadworks impacting traffic flows in the local area. This database includes both planned and emergency works. It is recognised that no date range has been completely free of roadworks or disruption, and the data periods selected for reporting have been reviewed with reference to the roadworks log to establish that no unusual traffic disruption has occurred that negatively impacted the data sample.

Furthermore, the ongoing construction associated with the trial scheme itself, which continued beyond the start of the monitoring period and officially concluded on 28th July 2025, may have influenced travel patterns. Although the main measures were in place at the beginning of monitoring, continued work on the network and the delayed installation of certain facilities could have affected how people chose to travel. Network disruptions, temporary closures, or incomplete facilities may have influenced the accessibility and attractiveness of various travel modes, thereby impacting overall travel behaviour during this period.

Reporting

The two study periods are referred to with the following terms:

Table 4: Reporting clarifications

Survey Period no.	Study Period	Report Designation

1	October 2024	Pre implementation
2	October 2025	Post implementation

Analysis of Vehicle Volumes

Weekday data refers to Tuesday to Thursday, while weekend data covers Saturday and Sunday. Tuesday to Thursday is used because travel patterns on Mondays and Fridays are often less consistent as they tend to be more affected by work-from-home arrangements, flexible schedules, and people taking long weekends. By focusing on Tuesday to Thursday, the data better reflects typical weekday activity.

All Motorised Vehicle Volumes

This section outlines the changes in volumes for all motorised vehicles, including cars (both private cars and taxis/company-owned cars), goods vehicles ranging from delivery vans to large articulated lorries, and motorcycles.

The total number of motorised vehicles recorded during the monitored weeks was grouped by two time periods: **Tuesday to Thursday** and **Saturday to Sunday**. For each period, the total count was divided by the number of monitoring days to calculate a daily average. These averages are rounded to the nearest whole number, and both absolute and percentage changes have been calculated. The number of cycles counted is not included in this analysis.

It is important that percentage change figures are considered in the context of raw/nominal changes, as presented in the tables, as a significant percentage change could indicate a relatively minor change in actual vehicles counted on a particularly quiet road. Conversely, a busy road could see a small percentage change even if there the number of vehicles counted is quite different between the two monitored periods. In these cases, it is useful to refer to the tables for full context.

Map 4: Pre Implementation - Motorised Vehicles Volumes – Weekdays

Map 5: Pre Implementation - Motorised Vehicles Volumes – Weekends

Map 6: Post Implementation - Motorised Vehicle Volumes – Weekdays

Map 7: Post Implementation - Motorised Vehicle Volumes – Weekends

Map 8: Percentage Change in Motorised Vehicle Volumes – 2024 vs 2025 – Weekdays

Map 9: Percentage Change in Motorised Vehicle Volumes – 2024 vs 2025 – Weekends

Table 5: Motorised Traffic Volumes on Internal Roads

Motorised Vehicles - Internal	Weekday			Weekend		
Location	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025
Morton Road	1371	595	**-57%**	1154	489	**-58%**
Ducie Street @Morley Street	2636	653	**-75%**	1909	514	**-73%**
Cobden Street South	2821	752	**-73%**	1749	604	**-65%**
Avonvale Road	6163	823	**-87%**	3249	484	**-85%**
Netham Lane @Pile Marsh	2353	577	**-75%**	1376	423	**-69%**
Blackswarth Road @Pile Marsh (carriageway internal)	5901	404	**-93%**	3637	356	**-90%**
Ducie Road @Morton Road	2630	636	**-76%**	1918	513	**-73%**
Barton Hill Road	3190	565	**-82%**	2320	416	**-82%**
Victoria Avenue @Morse Road	915	171	**-81%**	408	148	**-64%**
Cobden Street North	2925	1208	**-59%**	1854	995	**-46%**
Marsh Lane	4443	885	**-80%**	2402	696	**-71%**
Great Western Lane	362	1406	**288%**	349	741	**112%**
Cossham Road	1197	840	**-30%**	809	730	**-10%**
Beaufort Road	3840	45	**-99%**	2281	19	**-99%**
Victoria Avenue @Redfield Primary Academy	664	10	**-98%**	303	6	**-98%**
Lincoln Street	409	36	**-91%**	291	25	**-91%**

Table 6: Motorised Traffic Volumes on External Roads

Motorised Vehicles - External	**Weekday**			**Weekend**		
Location	**Daily Volumes 2024**	**Daily Volumes 2025**	**2024 vs 2025**	**Daily Volumes 2024**	**Daily Volumes 2025**	**2024 vs 2025**
Church Road @Summerhill Road	15766	14743	**-6%**	13211	12579	**-5%**
Blackswarth Road @Pile Marsh (carriageway external)	19105	16054	**-16%**	15474	13957	**-10%**
Netham Road @Feeder Road	10508	9437	**-10%**	7679	6698	**-13%**
Church Road @Chalks Road	11841	11928	**1%**	10113	9987	**-1%**
Church Road @Cossham Road	14361	15391	**7%**	12802	13375	**4%**
Chalks Road	8061	7806	**-3%**	7243	7307	**1%**
Church Road @Barnes Street	10622	10293	**-3%**	9047	8545	**-6%**
Blackswarth Road East of Fireclay (Crews Hole Road)	5622	6291	**12%**	3435	3828	**11%**
Blackswarth Road	11326	8339	**-26%**	8734	6968	**-20%**

Directional data

The table below presents directional data for motorised vehicles. It is noted that roads with no access to motorised vehicles, as well as those with unclear or incomplete data (e.g., the external carriageway of Blackswarth Road), were not included in this analysis.

Table 7: Directional data from motorised vehicles

		Weekday			Weekend		
Direction	**Location**	**2024**	**2025**	**% Change**	**2024**	**2025**	**% Change**
Eastbound	Beaufort Road	1718	18	**-99%**	1223	11	**-99%**
Eastbound	Victoria Avenue @Morse Road	52	8	**-84%**	38	9	**-75%**
Eastbound	Victoria Avenue @Redfield Primary Academy	14	4	**-72%**	11	3	**-77%**
Eastbound	Blackswarth Road East of Fireclay (Crews Hole Road)	2890	3462	**20%**	1855	2117	**14%**
Eastbound	Blackswarth Road @Pile Marsh (carriageway internal)	3721	390	**-90%**	2457	332	**-87%**
North/eastbound	Cobden Street North	1967	919	**-53%**	1406	761	**-46%**
North/eastbound	Church Road @Summerhill Road	7362	6464	**-12%**	5973	5445	**-9%**
North/eastbound	Cobden Street South	1930	71	**-96%**	1103	43	**-96%**
North/eastbound	Avonvale Road	4205	478	**-89%**	4192	4018	**-4%**
North/eastbound	Church Road @Chalks Road	5258	5160	**-2%**	7115	7484	**5%**
North/eastbound	Church Road @Cossham Road	7784	8516	**9%**	3578	3787	**6%**
North/eastbound	Chalks Road	4116	4080	**-1%**	2295	278	**-88%**
North/westbound	Church Road @Barnes Street	5182	4998	**-4%**	4625	4320	**-7%**
Northbound	Netham Road @Feeder Road	7653	6508	**-15%**	5886	4886	**-17%**
Northbound	Morton Road	236	9	**-96%**	211	10	**-95%**
Northbound	Ducie Road @Morton Road	1367	31	**-98%**	864	21	**-98%**
Northbound	Barton Hill Road	1532	305	**-80%**	1119	225	**-80%**
Northbound	Netham Lane @Pile Marsh	2272	553	**-76%**	1247	407	**-67%**
Northbound	Cossham Road	1139	827	**-27%**	745	719	**-3%**
Northbound	Blackswarth Road	5091	3137	**-38%**	4094	2789	**-32%**
Northbound	Lincoln Street	256	31	**-88%**	175	20	**-88%**
Northbound	Ducie Street @Morley Street	1367	34	**-98%**	857	21	**-98%**

Northbound	Marsh Lane	2467	480	**-81%**	1366	382	**-72%**
Northbound	Great Western Lane	179	759	**324%**	168	371	**121%**
South/eastbound	Church Road @Barnes Street	5440	5295	**-3%**	4422	4225	**-4%**
South/westbound	Cobden Street South	891	682	**-24%**	647	561	**-13%**
South/westbound	Avonvale Road	1958	346	**-82%**	5922	5969	**1%**
South/westbound	Church Road @Chalks Road	6583	6769	**3%**	5687	5891	**4%**
South/westbound	Church Road @Cossham Road	6577	6875	**5%**	3665	3520	**-4%**
South/westbound	Chalks Road	3945	3726	**-6%**	954	206	**-78%**
South/westbound	Cobden Street North	957	289	**-70%**	448	234	**-48%**
South/westbound	Church Road @Summerhill Road	8404	8279	**-1%**	7238	7135	**-1%**
Southbound	Ducie Street @Morley Street	1269	619	**-51%**	1052	493	**-53%**
Southbound	Marsh Lane	1976	405	**-79%**	1036	315	**-70%**
Southbound	Great Western Lane	183	647	**253%**	182	370	**104%**
Southbound	Netham Road @Feeder Road	2856	2929	**3%**	1793	1812	**1%**
Southbound	Morton Road	1135	586	**-48%**	943	479	**-49%**
Southbound	Ducie Road @Morton Road	1263	605	**-52%**	1054	492	**-53%**
Southbound	Barton Hill Road	1658	260	**-84%**	1201	192	**-84%**
Southbound	Netham Lane @Pile Marsh	80	24	**-71%**	129	16	**-88%**
Southbound	Cossham Road	59	13	**-78%**	64	11	**-83%**
Southbound	Blackswarth Road	6235	5202	**-17%**	4640	4179	**-10%**
Southbound	Lincoln Street	154	5	**-97%**	116	5	**-96%**
Westbound	Beaufort Road	2122	26	**-99%**	1058	9	**-99%**
Westbound	Victoria Avenue @Morse Road	863	162	**-81%**	370	138	**-63%**
Westbound	Victoria Avenue @Redfield Primary Academy	649	6	**-99%**	292	3	**-99%**
Westbound	Blackswarth Road East of Fireclay (Crews Hole Road)	2732	2829	**4%**	1580	1711	**8%**
Westbound	Blackswarth Road @Pile Marsh (carriageway internal)	2180	14	**-99%**	1179	25	**-98%**

Insights: All Motorised Vehicle Volumes

There has been a significant decrease in motorised vehicle traffic across most internal roads within the EBLN area. All internal roads, except for a count on Great Western Lane, have shown a reduction in recorded vehicles. Several internal roads, including **Beaufort Road, Victoria Avenue and Lincoln Street**, have seen reductions of more than 90% in vehicle traffic during weekdays. For example, **Beaufort Road** has reduced from 3,840 total movements in 2024 to 45 in 2025, a reduction of 98% on weekdays with similar trends at the weekend.

There have been smaller but still significant decreases on other internal roads such as **Cossham Road** (29% reduction on weekdays) and **Ducie Road** (56% reduction on weekdays). Cossham Road has seen a smaller decrease in traffic movements at the weekend (9% compared to 29%) with Marsh Lane and Coben Street also seeing smaller, but still significant, reductions at the weekend.

There has been a significant increase in vehicle movements at one counter on Great Western Lane during both the weekday and weekend periods. It should be noted that **Great Western Lane** is being used by through traffic due to a gap in the scheme, resulting in increased vehicle volumes. Bristol City Council is aware of this issue and intends to implement measures to address it in the future.

There is more variation of impact on external roads, but most external roads within the EBLN area have seen decreases in motorised vehicle traffic. Some routes, such as **Blackswarth Road East of Fireclay (Crews Hole Road)**, have seen an increase of vehicle traffic during both weekday and weekend periods of around 11%. This is an increase of 669 daily movements on weekdays and 393 vehicles at the weekend. **Church Road @ Cossham Road** has also seen an increase of 7% during the week (1,030 additional daily vehicle movements) but with a smaller increase of 4.5% at the weekend (573 additional vehicle movements). However, another site on **Church Road @ Barnes Street**, has seen a reduction in vehicle movements over the same period. Barnes Road now has a modal filter at its junction with Church Street which will have reduced vehicle movements. **Chalks Road** has seen a 3% decrease on weekdays but a 0.9% increase during the weekend. There is a large supermarket on Chalks Road and a veterinary surgery which may explain the slight increase in weekend movements at this location.

Both **Netham Road and Blackswarth Road @ Pile Marsh** have seen significant reduction in vehicle movements during the monitoring period for both weekday and weekends. **Blackswarth Road @ Pile Marsh** has seen a reduction of 16% during the week. Again, the reduction in vehicle movements at the weekend has been lower but still significant with 10% reduction. The reduction at the Pile Marsh junction is likely due to the introduction of a pocket park at its junction with Beaufort Road reducing vehicle movements from Pile Marsh to Beaufort Road.

These findings indicate that the East Bristol Liveable Neighbourhood trial scheme is delivering on its objective of reducing motorised vehicle traffic on internal roads without widespread detrimental impacts on external roads.

Car Volumes

This section outlines the changes in volumes for both private cars and taxis/company-owned cars.

The total number of cars recorded during the monitored weeks was grouped by two time periods: Tuesday to Thursday (weekday), and Saturday to Sunday (weekend). For each period, the total count was divided by the number of monitoring days to calculate a daily average. These averages are rounded to the nearest whole number, and both absolute and percentage changes have been calculated.

Map 10: Pre Implementation - Car Volumes – Weekdays

Map 11: Pre Implementation - Car Volumes – Weekends

Map 12: Post Implementation - Car Volumes – Weekdays

Map 13: Post Implementation - Car Volumes – Weekends

Map 14: Percentage Change in Car Volumes – 2024 vs 2025 – Weekdays

Map 15: Percentage Change in Car Volumes – 2024 vs 2025 – Weekends

Table 8: Car Volumes on Internal Roads

Cars - Internal	Weekday			Weekend		
Location	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025
Morton Road	1173	491	-58%	1074	441	-59%
Ducie Street @Morley Street	2262	531	-77%	1777	449	-75%
Cobden Street South	2306	582	-75%	1555	504	-68%
Avonvale Road	4594	634	-86%	2790	394	-86%
Netham Lane @Pile Marsh	1901	404	-79%	1192	341	-71%
Blackswarth Road @Pile Marsh (carriageway internal)	4742	292	-94%	3195	289	-91%
Ducie Road @Morton Road	2260	509	-77%	1782	448	-75%
Barton Hill Road	2652	461	-83%	2120	362	-83%
Victoria Avenue @Morse Road	751	122	-84%	346	110	-68%
Cobden Street North	2398	964	-60%	1630	867	-47%
Marsh Lane	3165	611	-81%	2061	549	-73%
Great Western Lane	287	1115	289%	322	658	105%
Cossham Road	954	685	-28%	691	643	-7%
Beaufort Road	3091	3	-100%	2027	1	-100%
Victoria Avenue @Redfield Primary Academy	570	0	-100%	264	0	-100%
Lincoln Street	346	26	-93%	270	16	-94%

Table 9: Car Volumes on External Roads

Cars - External	Weekday			Weekend		
Location	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025
Church Road @Summerhill Road	12251	11514	-6%	11456	10949	-4%
Blackswarth Road @Pile Marsh (carriageway external)	14521	11957	-18%	13681	12197	-11%
Netham Road @Feeder Road	7908	7074	-11%	6780	5901	-13%
Church Road @Chalks Road	9285	9364	1%	8733	8656	-1%
Church Road @Cossham Road	11117	12030	8%	11066	11647	5%
Chalks Road	6098	5905	-3%	6357	6421	1%
Church Road @Barnes Street	8252	7983	-3%	7740	7350	-5%
Blackswarth Road East of Fireclay (Crews Hole Road)	4519	5155	14%	3082	3477	13%
Blackswarth Rod	8616	6212	-28%	7681	6060	-21%

Insights: Car Volumes

Car volumes have dropped substantially on all internal roads on weekdays except for **Great Western Lane**, where they increased by 289%. **Cossham Road** has experienced a 25% reduction in car numbers, while the other internal roads saw decreases ranging from 58% to 100%. A similar trend was observed on internal roads during weekends, with all roads except **Great Western Lane** experiencing substantial decreases in car volumes, ranging from 47% to 100%. **Great Western Lane** experienced a significant 105% increase in car volumes. As noted in the previous section, BCC is aware of the issue with Great Western Lane and will seek to adjust the scheme to stop through traffic using this road.

On external roads, changes in car volumes were generally minor. Most external roads showed little variation between October 2024 and October 2025. However, notable decreases were seen on **Blackswarth Road** (reduction of 28% on weekdays and 21% on weekends), **Blackswarth Road @ Pile Marsh** on the external carriageway (reduction of 18% on weekdays and 11% on weekends), and **Netham Road** at Feeder Road (reduction 11% on weekdays and 13% on weekends). The only external road to show a significant increase was **Blackswarth Road East of Fireclay (Crews Hole Road)**, with car volumes rising by 14% on weekdays and 13% on weekends.

Goods Vehicles Volumes

This section outlines the changes in normalised traffic volumes for Light Goods Vehicles and Heavy Goods Vehicles.

LGV stands for Light Goods Vehicle. This is defined, for the purposes of this report (which may differ from other traffic monitoring reports), as a rigid two-axle van, such as the type of van commonly used for deliveries.

HGV stands for Heavy Goods Vehicle, which is a goods vehicle larger than a Lights Good Vehicle.

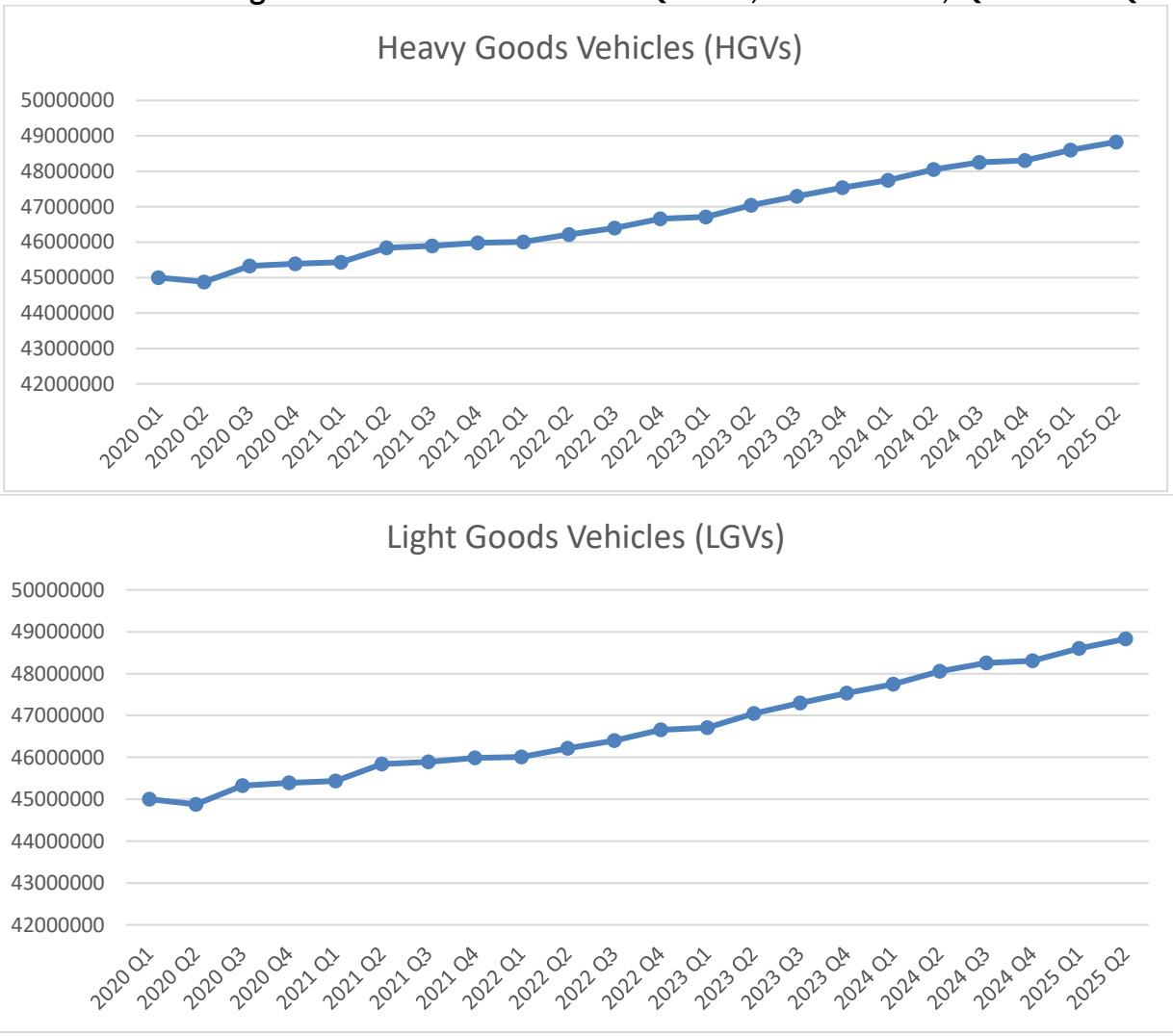
The total number of LGVs and HGVs recorded during the monitored weeks was grouped by two time periods: Tuesday to Thursday, and Saturday to Sunday. For each period, the total count was divided by the number of monitoring days to calculate a daily average. These averages are rounded to the nearest whole number, and both absolute and percentage changes have been calculated. The number of cycles counted is not included in this analysis. Goods vehicle traffic is generally lower at weekends, meaning that the weekday data gives a more reliable impression of actual impacts by not masking this.

National Context

Graph 1 below highlights that, nationally, the numbers of registered HGVs and LGVs have grown at similar rates between 2020 (Q1) and 2025 (Q2), aside from a small decline in 2020 likely due to impacts of the COVID-19 pandemic. The number of registered HGVs has increased from 45,000,439 in 2020 (Q1) to 48,829,138 (2025, Q2). Similarly, the number of registered LGVs has risen from 44,998,238 in 2020 (Q1) to 48,826,899 in 2025 (Q2).

There has been a noticeable increase nationally of LGVs likely linked to the increase in internet shopping and home deliveries. These national changes should be considered when assessing the EBLN scheme.

Graph 1: Volume of Registered Goods Vehicles Per Quarter, Great Britain, Q1 2020 – Q2 2024



Map 16: Pre Implementation - LGV Volumes – Weekdays

Map 17: Pre Implementation – LGV Volumes – Weekends

Map 18: Post Implementation – LGV Volumes – Weekdays

Map 19: Post Implementation – LGV Volumes – Weekends

Map 20: Percentage Change in LGV Volumes – 2024 vs 2025 – Weekdays

Map 21: Percentage Change in LGV Volumes – 2024 vs 2025 – Weekends

Map 22: Pre Implementation - HGV Volumes – Weekdays

Map 23: Pre Implementation - HGV Volumes – Weekends

Map 24: Post Implementation - HGV Volumes – Weekdays

Map 25: Post Implementation – HGV Volumes – Weekends

Map 26: Percentage Change in HGV Volumes – 2024 vs 2025 – Weekdays

Map 27: Percentage Change in HGV Volumes – 2024 vs 2025 – Weekends

Table 10: Light Goods Vehicle Volumes on Internal Roads

	Weekday			Weekend		
Location	**Daily Volumes 2024**	**Daily Volumes 2025**	**2024 vs 2025**	**Daily Volumes 2024**	**Daily Volumes 2025**	**2024 vs 2025**
Netham Road @ Feeder Road - shared-use path	N/A - shared use path	N/A - shared use path	**N/A**	N/A - shared use path	N/A - shared use path	**N/A**
Morton Road	149	73	**-51%**	50	25	**-51%**
Ducie Street @Morley Street	283	74	**-74%**	83	27	**-68%**
Cobden Street South	398	82	**-79%**	118	32	**-73%**
Avonvale Road	1231	40	**-97%**	302	17	**-94%**
Netham Lane @Pile Marsh	339	55	**-84%**	116	26	**-78%**
Blackswarth Road @Pile Marsh (carriageway internal)	935	48	**-95%**	295	21	**-93%**
Ducie Road @Morton Road	278	76	**-73%**	85	27	**-68%**
Barton Hill Road	421	55	**-87%**	119	18	**-85%**
Victoria Avenue @Morse Road	133	30	**-78%**	45	18	**-60%**
Cobden Street North	407	152	**-63%**	134	63	**-53%**
Marsh Lane	1068	107	**-90%**	250	56	**-78%**
Great Western Lane	62	264	**324%**	20	66	**233%**
Cossham Road	204	128	**-37%**	78	58	**-26%**
Beaufort Road	621	0	**-100%**	186	0	**-100%**
Victoria Avenue @Redfield Primary Academy	72	2	**-97%**	22	1	**-98%**
Lincoln Street	49	6	**-89%**	17	3	**-80%**

Table 11: Light Goods Vehicle Volumes on External Roads

LGV - External	Weekday			Weekend		
Location	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025
Church Road @Summerhill Road	2467	2169	**-12%**	1009	903	**-11%**
Blackswarth Road @Pile Marsh (carriageway external)	3683	3203	**-13%**	1367	1356	**-1%**
Netham Road @Feeder Road	2050	1817	**-11%**	660	596	**-10%**
Church Road @Chalks Road	1688	1634	**-3%**	707	665	**-6%**
Church Road @Cossham Road	2327	2363	**2%**	1016	984	**-3%**
Chalks Road	1553	1465	**-6%**	637	657	**3%**
Church Road @Barnes Street	1518	1458	**-4%**	638	591	**-7%**
Blackswarth Road East of Fireclay (Crews Hole Road)	940	968	**3%**	265	277	**5%**
Blackswarth Road	2206	1662	**-25%**	793	670	**-16%**

Table 12: Heavy Goods Vehicle Volumes on Internal Roads

HGV - Internal	Weekday			Weekend		
Location	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025
Netham Road @ Feeder Road - shared-use path	N/A - shared use path	N/A - shared use path	N/A	N/A - shared use path	N/A - shared use path	N/A
Morton Road	4	2	-56%	1	0	-100%
Ducie Street @Morley Street	10	2	-76%	1	0	-75%
Cobden Street South	13	4	-69%	1	0	-100%
Avonvale Road	90	6	-94%	5	1	-81%
Netham Lane @Pile Marsh	18	6	-68%	1	0	-100%
Blackswarth Road @Pile Marsh (carriageway internal)	28	5	-82%	5	1	-85%
Ducie Road @Morton Road	10	4	-57%	1	0	-50%
Barton Hill Road	16	3	-82%	0	0	NA
Victoria Avenue @Morse Road	4	1	-73%	0	0	-100%
Cobden Street North	14	6	-58%	0	0	0%
Marsh Lane	68	7	-90%	3	1	-62%
Great Western Lane	2	3	53%	0	1	N/A
Cossham Road	5	3	-39%	0	0	N/A
Beaufort Road	12	0	-99%	3	0	-100%
Victoria Avenue @Redfield Primary Academy	2	0	-100%	0	0	N/A
Lincoln Street	3	0	-100%	0	0	N/A

Table 13: Heavy Goods Vehicle Volumes on External Roads

HGV - External	Weekday			Weekend		
Location	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025
Church Road @Summerhill Road	229	212	**-8%**	40	34	**-17%**
Blackswarth Road @Pile Marsh (carriageway external)	353	347	**-2%**	32	26	**-19%**
Netham Road @Feeder Road	237	228	**-4%**	17	12	**-29%**
Church Road @Chalks Road	149	149	**0%**	21	23	**8%**
Church Road @Cossham Road	172	167	**-3%**	27	25	**-9%**
Chalks Road	149	161	**8%**	22	20	**-7%**
Church Road @Barnes Street	144	131	**-9%**	26	22	**-15%**
Blackswarth Road East of Fireclay (Crews Hole Road)	54	33	**-39%**	7	2	**-73%**
Blackswarth Road	158	144	**-8%**	15	11	**-26%**

Insights: Goods Vehicles Volumes

Goods vehicles tend to follow the overall trend for motor vehicles with higher flows during the week than at the weekend, as there is less commercial activity taking place during the weekend period. There have been significant decreases in LGVs and HGVs on internal roads in the EBLN area.

Light Goods Vehicles

The percentage change between weekday and weekends for goods vehicles shows an increase at the weekend however this can be explained by the much lower volume of vehicles. For example, on **Marsh Lane** there has been a 90% decrease in LGV movements from 1068 to 107 during the week. At the weekend the reduction is from 250 to 56 vehicles. **Chalks Road** has also seen a significant decrease in LGV movements of 96.8% during the week from 1231 to 40 daily vehicles. Similarly at the weekend, LGV movements have reduced from 302 to 17.

The results for LGVs on external roads broadly follow the trends for overall motor vehicles with increases on **Church Road** and **Blackswarth**

Road East of Fireclay (Crews Hole Road). However, the increases on these roads are not considered statistically significant at 2% on Church Road and 3% on Blackswarth Road East of Fireclay (Crews Hole Road) on weekdays. Along with Blackswarth Road East of Fireclay (Crews Hole Road), **Chalks Road** has seen an increase of 3% of LGVs during the weekend.

Heavy Goods Vehicles

Overall volumes of HGVs are much lower than cars and LGVs, so large percentage changes need to considered in this context. Most internal roads had fewer than 30 HGV vehicle movements in the pre implementation period except for **Avonvale Road** (90) and **Marsh Lane** (68). Across all internal roads, HGV movements have been reduced almost entirely. The highest daily movements were recorded on Marsh Lane (7). There has been a 100% reduction on several roads, including **Lincoln Street** and **Victoria Avenue @ Redfield Primary Academy**.

On external roads, during the week, there have been reductions in HGVs on all roads except Chalks Road, which has seen an 8% increase. However, this represents a daily increase of 12 vehicles from 149 to 161. **Blackswarth Road East of Fireclay (Crews Hole Road)** has seen the biggest decrease (39%) of daily HGV movements from 54 to 33. There have been large decreases in HGV movements on most external roads at the weekend except for **Church Road @ Chalks Road** which has increased by 8% (21 to 23 daily movements).

Initial findings suggest that the EBLN trial scheme has been successful in reducing the number of goods vehicles within the scheme area.

LGV movements have also significantly reduced across the scheme especially on internal roads. For example, **Avonvale Road** and **Marsh Lane** have seen a reduction of more than 1,000 daily movements since the scheme was implemented. External roads have seen reductions in LGV numbers but not to the same extent as on internal roads. However, **Blackswarth Road** has seen a weekday reduction of 25% in LGV movements since 2024 with decreases of more than 10% on other roads, such as **Church Road @ Summerhill Road** and **Netham Road @ Feeder Road**. As with other vehicle classifications, there have been increases on **Church Road and Blackswarth Road East of Fireclay (Crews Hole Road);** however, recorded increases in LGV volumes are not considered statistically significant.

Motorcycle Volumes

Motorcycle volumes are considered separately from other vehicles as they are occasionally able to travel through neighbourhood blocks through modal filters and on streets in manners that cars and goods vehicles cannot - for example by illegally travelling through modal filters meant for cycles. Similarly, on average, they create more noise than general traffic and are therefore of particular concern overnight.

Map 28: Pre Implementation - Motorcycle Volumes – Weekdays

Map 29: Pre Implementation – Motorcycle Volumes – Weekends

Map 30: Post Implementation – Motorcycle Volumes – Weekdays

Map 31: Post Implementation – Motorcycle Volumes – Weekends

Map 32: Percentage Change in Motorcycle Volumes – 2024 vs 2025 – Weekdays

Map 33: Percentage Change in Motorcycle Volumes – 2024 vs 2025 – Weekends

Table 14: Motorcycle Volumes on Internal Roads

Motorcycles - Internal	Weekday	Weekend

Location	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025
Morton Road	32	24	**-25%**	29	23	**-20%**
Ducie Street @Morley Street	55	41	**-25%**	47	37	**-21%**
Cobden Street South	80	81	**0%**	72	68	**-6%**
Avonvale Road	129	67	**-48%**	103	44	**-57%**
Netham Lane @Pile Marsh	55	60	**9%**	43	34	**-19%**
Blackswarth Road @Pile Marsh (carriageway internal)	141	35	**-75%**	121	29	**-76%**
Ducie Road @Morton Road	55	43	**-22%**	50	37	**-25%**
Barton Hill Road	75	45	**-41%**	77	37	**-52%**
Victoria Avenue @Morse Road	21	18	**-15%**	16	19	**19%**
Cobden Street North	81	69	**-15%**	83	64	**-23%**
Marsh Lane	107	82	**-24%**	84	49	**-42%**
Great Western Lane	9	17	**86%**	8	17	**113%**
Cossham Road	27	23	**-13%**	39	28	**-27%**
Beaufort Road	93	41	**-55%**	61	19	**-70%**
Victoria Avenue @Redfield Primary Academy	19	8	**-58%**	17	5	**-68%**
Lincoln Street	7	5	**-30%**	5	7	**44%**

Table 15: Motorcycle Volumes on External Roads

Motorcycles - External	Weekday			Weekend		
Location	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025
Church Road @Summerhill Road	399	434	**9%**	445	421	**-5%**
Blackswarth Road @Pile Marsh (carriageway external)	382	397	**4%**	340	327	**-4%**
Netham Road @Feeder Road	228	227	**-1%**	184	150	**-19%**
Church Road @Chalks Road	353	402	**14%**	405	382	**-6%**
Church Road @Cossham Road	369	448	**21%**	440	456	**4%**
Chalks Road	174	199	**14%**	168	171	**2%**
Church Road @Barnes Street	324	334	**3%**	386	319	**-17%**
Blackswarth Road East of Fireclay (Crews Hole Road)	92	99	**8%**	76	66	**-13%**
Blackswarth Road	245	241	**-2%**	213	194	**-9%**

Insights: Motorcycle Volumes

Findings indicate that on both weekdays and weekends, motorcycle volumes have generally decreased in the post implementation period.

Motorcycle volumes on internal roads have decreased substantially on almost all roads. **Victoria Avenue** and **Beauford Road** for example saw decreases of 58% and 55% respectively on weekdays. Only **Great Western Lane** saw significant increases on weekdays, at 86%. On weekends, motorcycle volumes on most internal roads decreased significantly. Only **Great Western Lane, Lincoln Street** and **Victoria Avenue @ Morse Road** saw increases exceeding 10%, with motorcycle volumes increases of 113%, 44% and 19% respectively however it should be noted that these were very small increases in actual motorcycle movements.

Motorcycle volumes on external roads have generally increased on weekdays. **Church Road @ Cossham Road** saw an increase of 21%, with a 14% increase recorded on **Church Road @ Chalks Road** and **Chalks Road**. On weekends, motorcycle volumes decreased on most roads. Volumes decreased by 19% on **Netham Road @ Feeder Road**, 17% on **Church Road @ Barnes Street**, and 13% on **Blackswarth Road East of Fireclay (Crews Hole Road)**.

Cycle Volumes

Unlike motorised traffic trends, cycling levels are significantly impacted by seasonal weather changes including temperature and rainfall. For example, more people tend to cycle in July than in January, and therefore there are significantly more cycle trips completed in July than January.

There are several interlinked factors when it comes to the impact seasonal weather variation has on cycling levels, while weather can still vary within a season, a month or even a day.

As an indication of the impact weather can have, one 2011 study found a doubling in temperature could lead up to a 50% increase in cycling levels, before having a negative impact if too high (Study by Miranda-Moreno and Nosal, 2011).

On 1st October 2024, the average high temperature was 15°C while it was 16°C on 1st October 2025. On 1st October 2024, the average low temperature was 9°C while it was 10°C on 1st October 2025. This indicates that, generally, temperatures were similar in both data collection periods.

However, a review of historic weather data suggests that in the pre-implementation evaluation weeks in October 2024, conditions were generally dry and stable. Rainfall was minimal, with only occasional light rain showers. By comparison, the first week of October 2025 saw Storm Amy (3rd October), bringing heavy rain, although Bristol was less affected than other parts of the United Kingdom. After the storm, high pressure brought dry, cloudy conditions for several days. Rain returned around 12 to 14 October with scattered showers.

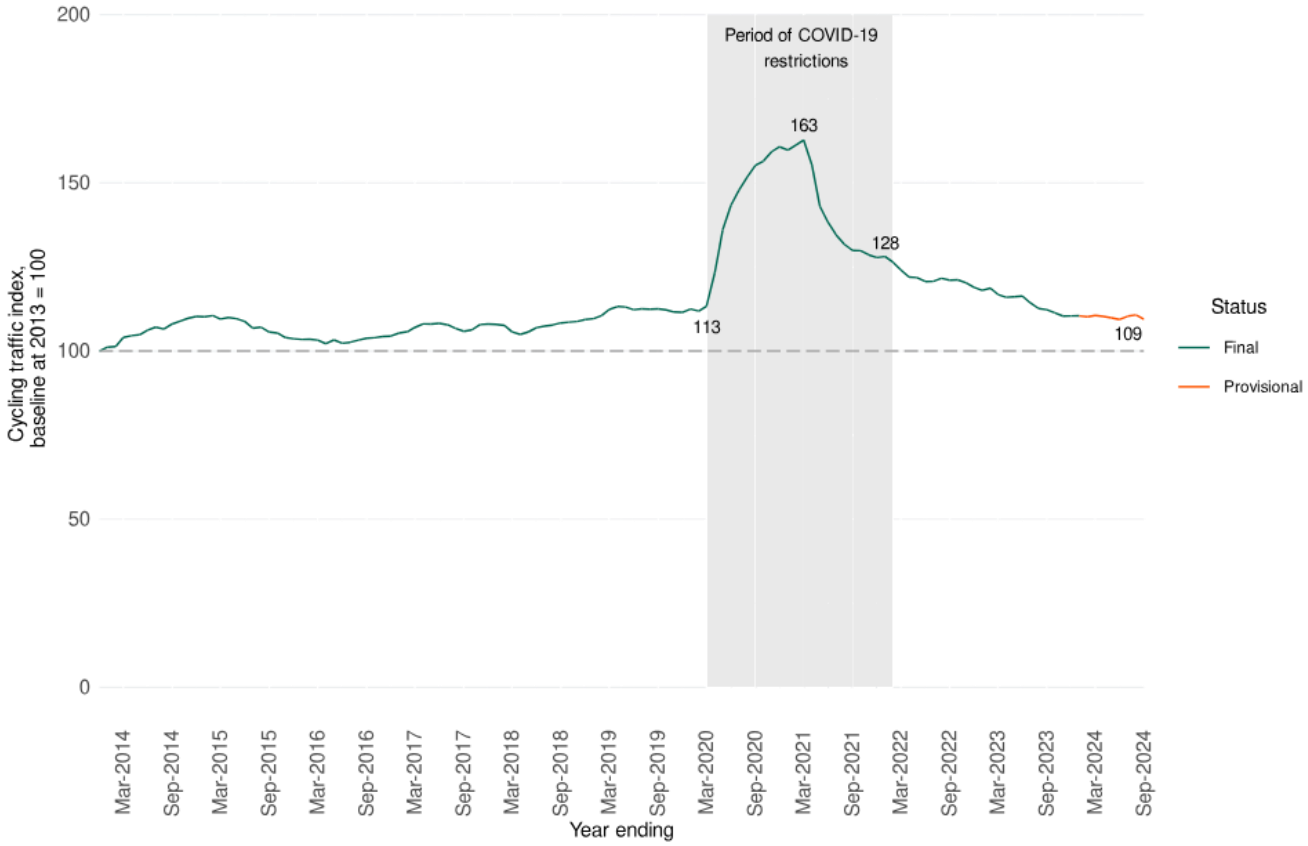
Overall, this data suggests that weather conditions were more favourable for active travel users in the pre-implementation evaluation period, which can impact number of users observed.

The fact that conditions were drier and sunnier in the pre-implementation data collection period suggests that the assessment is robust and any uplift in results are not inflated by unusually warm or favourable weather post-implementation.

Route choices made by people cycling will also be impacted by the availability of nearby protected cycle infrastructure and less traffic-dominated neighbourhoods, particularly any new infrastructure within or nearby the scheme that was installed between waves of data collection.

Cycling levels peaked in 2020 due to the COVID-19 pandemic and have gradually declined since. Between 2021 and 2022, cycling levels declined but stayed above 2019 levels. The period from 2023 to 2024 saw a further decline in cycling levels; however, levels stabilised at a rate remaining marginally higher than pre-pandemic levels. These trends are highlighted in Graph 2 below. As the last available data is from September 2024, the graph does not compare the pre-implementation and post-implementation periods. However, it provides context for national cycling levels.

Graph 2: National cycling levels in England 2014-2024



Map 34: Pre Implementation - Cycle Volumes – Weekdays

Map 35: Pre Implementation – Cycle Volumes – Weekends

Map 36: Post Implementation – Cycle Volumes – Weekdays

Map 37: Post Implementation – Cycle Volumes – Weekends

Map 38: Percentage Change in Cycle Volumes – 2024 vs 2025 – Weekdays

Map 39: Percentage Change in Cycle Volumes – 2024 vs 2025 – Weekends

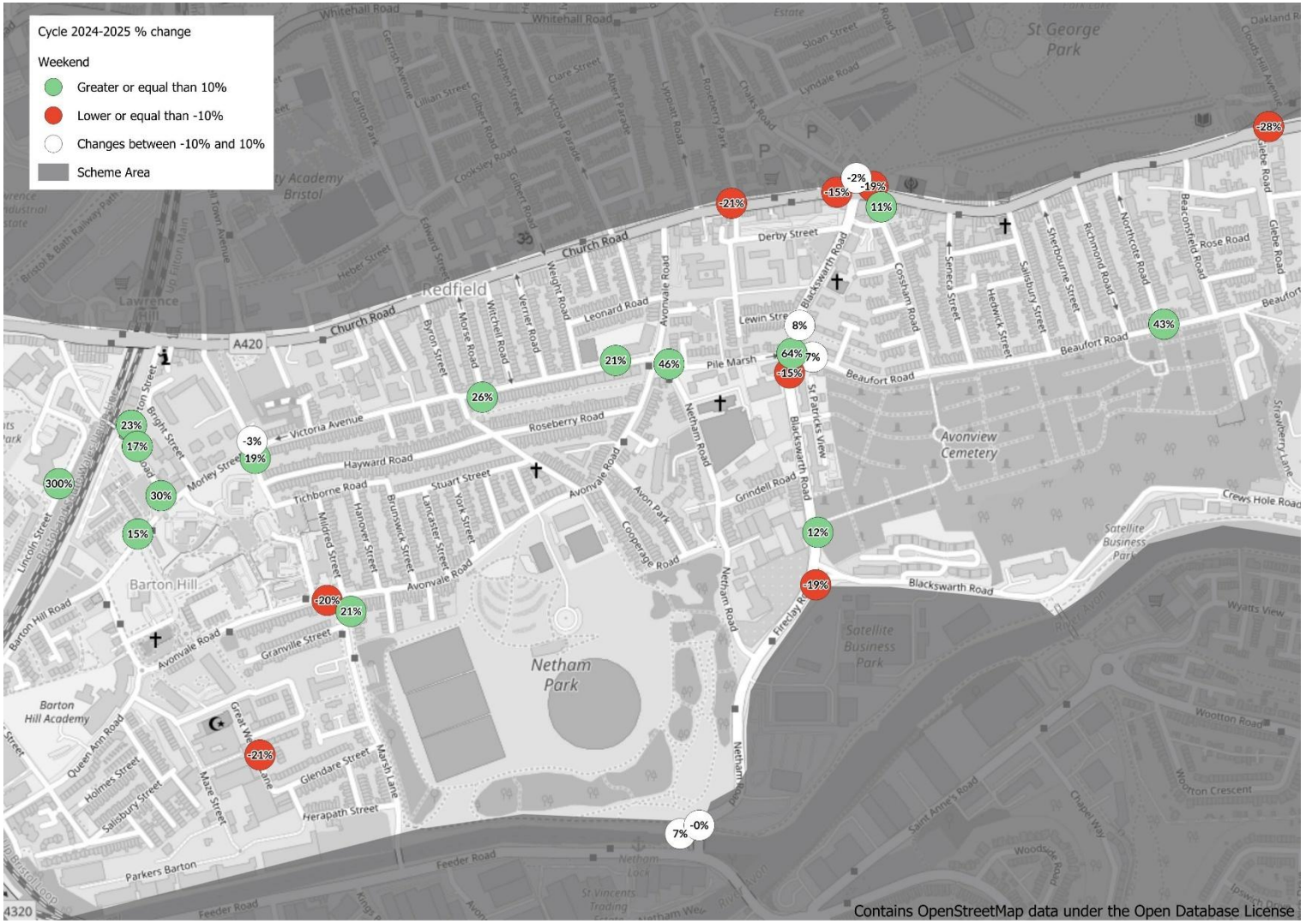


Table 16: Cycling Volumes on Internal Roads

Cyclists - Internal	Weekday			Weekend		
Location	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025
Netham Road @ Feeder Road - shared-use path	210	242	**16%**	93	100	**7%**
Morton Road	44	37	**-16%**	21	25	**23%**
Ducie Street @Morley Street	217	310	**42%**	107	138	**30%**
Cobden Street South	481	726	**51%**	217	259	**19%**
Avonvale Road	387	370	**-4%**	209	167	**-20%**
Netham Lane @Pile Marsh	90	112	**24%**	43	63	**46%**
Blackswarth Road @Pile Marsh (carriageway internal)	406	601	**48%**	158	169	**7%**
Ducie Road @Morton Road	241	321	**33%**	121	142	**17%**
Barton Hill Road	249	346	**39%**	133	153	**15%**
Victoria Avenue @Morse Road	211	355	**68%**	90	113	**26%**
Cobden Street North	593	757	**28%**	297	289	**-3%**
Marsh Lane	334	440	**32%**	211	255	**21%**
Great Western Lane	96	126	**31%**	53	42	**-21%**
Cossham Road	43	57	**32%**	29	32	**11%**
Beaufort Road	291	536	**84%**	112	160	**43%**
Victoria Avenue @Redfield Primary Academy	152	260	**71%**	62	75	**21%**
Lincoln Street	14	29	**105%**	6	25	**300%**

Table 17: Cycling Volumes on External Roads

Cyclists - External	Weekday			Weekend		
Location	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025
Church Road @Summerhill Road	456	377	**-17%**	253	183	**-28%**
Blackswarth Road @Pile Marsh (carriageway external)	377	443	**18%**	252	213	**-15%**
Blackswarth Road @Pile Marsh (crossing)	30	43	**44%**	14	23	**64%**
Blackswarth Road @Pile Marsh (footway)	75	74	**-1%**	34	37	**8%**
Netham Road @Feeder Road	691	863	**25%**	335	335	**0%**
Church Road @Chalks Road	559	500	**-11%**	306	259	**-15%**
Church Road @Cossham Road	502	430	**-14%**	281	228	**-19%**
Chalks Road	249	300	**20%**	227	223	**-2%**
Church Road @Barnes Street	524	482	**-8%**	321	255	**-21%**
Blackswarth Road East of Fireclay (Crews Hole Road)	84	87	**4%**	63	51	**-19%**
Blackswarth Road	285	388	**36%**	163	184	**12%**

Table 18: Wesley Way Cycleway Volumes

Wesley Way cycleway	Weekday			Weekend		
	2024	2025	2024 vs 2025	2024	2025	2024 vs 2025
Eastbound	768	1311	**71%**	316	388	**23%**
Westbound	1042	1586	**52%**	424	530	**25%**
Total	**1810**	**2897**	**60%**	**739**	**918**	**24%**

Insights: Cycling Volumes

Cycling levels have generally increased across the scheme area.

Cycling levels have increased on almost all internal roads by over 10% on weekdays. The most significant increases were found on **Lincoln Street** (+105%), **Beaufort Road** (+84%) and **Victoria Avenue @ Redfield Primary Academy** (+71%). The only significant decrease in cycling was observed on **Morton Road** (-16%). On weekends, cycling volumes also generally increased, with the highest increases found on **Lincoln Street** (+300%), followed by **Netham Lane @ Pile Marsh** (+46%) and **Beaufort Road** (+43%). The only significant decreases were of 21% and 20%,

observed on **Great Western Lane** and **Avonvale Road**.

Cycling levels on external roads were more varied. Five roads saw significant increases, the highest observed on **Blackwarth Road @ Pile Marsh crossing** (+44%), **Blackwarth Road** (+36%) and **Netham Road southbound @ Feeder Road** (+25%). Conversely, decreases in cycling levels were seen on **Church Road** (-17% at the intersection with **Summerhill Road**, -14% at the intersection with **Cossham Road**, and -11% at the intersection with **Chalks Road**). On weekends, most external roads saw decreases in cycling levels, the highest was of -28% on **Church Road @ Summerhill Road**. The crossing on **Blackwarth Road @ Pile Marsh** observed a 64% cycle volume increase, and **Blackwarth Road** saw a 12% increase.

Wesley Way Cycleway

Wesley Way is a primary east to west cycling route in the study area. It was identified as the principal cycleway in the EBLN public consultation maps, making it a particular focus for this analysis. The cycle path passes through sensors on **Beaufort Road, Blackswarth Road @ Pile Marsh, Blackswarth Road @ Pile Marsh, Victoria Avenue @ Redfield Primary Academy, Victoria Avenue @ Morse Road, Cobden Street North Cobden Street South,** and **Barton Hill Road.** Increases in cycling volumes can be seen in both directions, on both weekdays and weekends (particularly weekdays).

Pedestrian Volumes

Liveable Neighbourhoods are implemented in part to ensure that residents and visitors of the area feel comfortable and safe walking. Pedestrian volumes have been analysed to understand the extent to which they have increased or decreased following the implementation of the trial scheme.

Map 40: Pre Implementation – Pedestrian Volumes – Weekdays

Map 41: Pre Implementation – Pedestrian Volumes – Weekends

Map 42: Post Implementation – Pedestrian Volumes – Weekdays

Map 43: Post Implementation – Pedestrian Volumes – Weekends

Map 44: Percentage Change in Pedestrian Volumes – 2024 vs 2025 – Weekday

Map 45: Percentage Change in Pedestrian Volumes – 2024 vs 2025 – Weekends

Table 19: Pedestrian Volumes on Internal Roads

Pedestrian - Internal	**Weekday**			**Weekend**		
Location	**Daily Volumes 2024**	**Daily Volumes 2025**	**2024 vs 2025**	**Daily Volumes 2024**	**Daily Volumes 2025**	**2024 vs 2025**
Netham Road @ Feeder Road - shared-use path	291	308	**6%**	331	334	**1%**
Morton Road	772	687	**-11%**	537	539	**0%**
Ducie Street @Morley Street	74	164	**123%**	67	134	**100%**
Cobden Street South	845	891	**6%**	505	505	**0%**
Avonvale Road	1131	1034	**-9%**	823	728	**-12%**
Netham Lane @Pile Marsh	626	674	**8%**	458	521	**14%**
Ducie Road @Morton Road	1707	1736	**2%**	1295	1445	**12%**
Barton Hill Road	1176	1218	**4%**	1136	939	**-17%**
Victoria Avenue @Morse Road	737	833	**13%**	436	473	**9%**
Cobden Street North	1872	2140	**14%**	1118	1167	**4%**
Marsh Lane	1166	1171	**0%**	950	920	**-3%**
Great Western Lane	208	188	**-9%**	194	151	**-22%**
Cossham Road	342	339	**-1%**	351	347	**-1%**
Beaufort Road	413	430	**4%**	356	347	**-2%**
Victoria Avenue @Redfield Primary Academy	1215	1211	**0%**	400	400	**0%**
Lincoln Street	77	92	**20%**	57	117	**106%**

Table 20: Pedestrian Volumes on External Roads

Pedestrian - External	Weekday			Weekend		
Location	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025	Daily Volumes 2024	Daily Volumes 2025	2024 vs 2025
Church Road @Summerhill Road	336	397	**18%**	306	374	**23%**
Blackswarth Road @Pile Marsh (crossing)	578	465	**-20%**	356	294	**-18%**
Blackswarth Road @Pile Marsh (footway)	1477	1400	**-5%**	984	916	**-7%**
Netham Road @Feeder Road	672	705	**5%**	751	738	**-2%**
Church Road @Chalks Road	1434	1380	**-4%**	1647	1706	**4%**
Church Road @Cossham Road	728	792	**9%**	904	947	**5%**
Chalks Road	3711	4327	**17%**	4640	5200	**12%**
Church Road @Barnes Street	1457	1887	**29%**	1729	2142	**24%**
Blackswarth Road East of Fireclay (Crews Hole Road)	238	224	**-6%**	187	177	**-5%**
Blackswarth Road	589	611	**4%**	527	528	**0%**

Insights: Pedestrian Volumes

Most internal roads have observed increases in pedestrian volumes on weekdays. For example, **Ducie Street @ Morley Street** has seen a 123% increase. Only **Morton Road** saw a significant decrease in pedestrian volumes (-11%). On weekends, multiple roads saw significant increases in pedestrian volumes: **Lincoln Street** (+106%), **Ducie Street @ Morley Street** (+100%), **Netham Lane @ Pile Marsh** (+14%), **Ducie Road @ Morton Road** (+12%). Conversely, three roads have seen decreases in pedestrian volumes exceeding 10%: **Great Western Lane** (-22%), **Barton Hill Road** (-17%) and **Avonvale Road** (-12%).

Most external roads have seen little change in pedestrian volumes between the pre and post implementation periods. **Church Hill @ Barnes Road** saw a 29% increase on weekdays and 24% on weekends, **Church Road @ Summerhill Road** saw an 18% increase on weekdays and 23% on weekends, and **Chalks Road** saw a 17% increase on weekdays and 12% on weekends. Conversely, the **Blackswarth Road @ Pile Marsh** crossing saw decreases of 20% and 18% in the weekday and weekend periods respectively.

Analysis of Vehicle Speeds

TomTom data has been collected to monitor speed and journey time data for motorised vehicles. TomTom provides GPS derived traffic datasets, sourced by harvesting data from in-vehicle navigational devices and standalone units, worldwide.

Tom Tom data has been provided in kilometres per hour (kph) rather than miles per hour (mph).

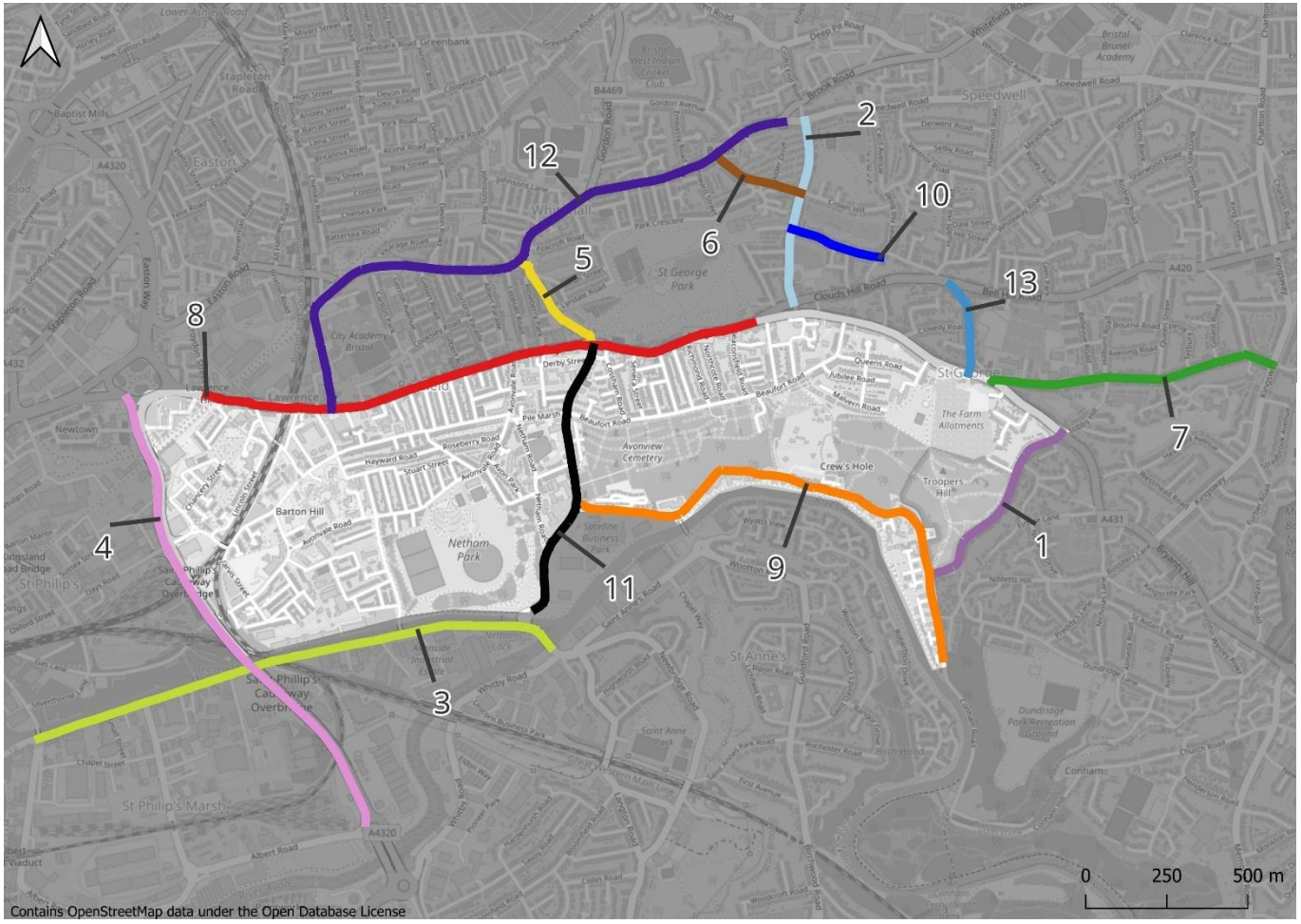
Speeding is a major contributing factor to road danger, so reducing the number of vehicles exceeding the speed limit is vital to making roads safer for all.

The speed limit on internal roads within the EBLN scheme area is 20mph. The speed limit on external roads is 30mph.

The results include harmonic average speed, in kilometres per hour, and average journey time, in minutes and seconds.

- **Harmonic average speed (kph)** calculates the average speed for a set of vehicles traveling the same distance at different speeds. The harmonic average speed correctly accounts for the fact that slower speeds have a greater impact on total travel time.
- **Average journey time** presents the duration required for a vehicle to travel from one end of the monitored road segment to the other. This reflects the real-world conditions experienced by drivers and provides a clear understanding of how long it typically takes to complete the journey across the specified section.

Map 46: TomTom Corridors



Label	Corridor
1	Troopers Hill Road
2	Plummer's Hill
3	Feeder Road
4	St Phillips Causeway
5	Chalks Road
6	Whitehall Avenue
7	Hillside Road
8	Church Road
9	Crews Hole Road
10	Hudd's Vale
11	Blackswarth Road
12	Whitehall Road
13	Marling Road

Table 21: Harmonic Average Vehicle Speed (kph)

Harmonic Average Speed [kph]	Tuesday - Thursday - AM Peak			Tuesday - Thursday - PM Peak			Weekends - AM Peak			Weekends - PM Peak		
Corridor	**2024**	**2025**	**2024 vs 2025**	**2024**	**2025**	**2024 vs 2025**	**2024**	**2025**	**2024 vs 2025**	**2024**	**2025**	**2024 vs 2025**
Blackswarth Road NB	16.56	9.23	**-7.33**	15.05	13.15	**-1.9**	31.12	20.43	**-10.69**	29.66	15.19	**-14.47**
Blackswarth Road SB	21.09	23.23	**2.14**	30.38	32.19	**1.81**	38.61	35.48	**-3.13**	38.68	34.57	**-4.11**
Chalks Road NB	13.41	14.36	**0.95**	17.01	16.25	**-0.76**	28.71	21.75	**-6.96**	27.64	19.15	**-8.49**
Chalks Road SB	6.4	5.98	**-0.42**	6.46	8.95	**2.49**	22.84	12.83	**-10.01**	22.78	12.48	**-10.3**
Church Road EB	19.36	19.58	**0.22**	14.18	14.28	**0.1**	30.53	19.28	**-11.25**	30.66	18.03	**-12.63**
Church Road WB	9.49	10.88	**1.39**	16.6	16.9	**0.3**	28.32	20.77	**-7.55**	28.12	18.38	**-9.74**
Crews Hole Road EB	24.99	25.82	**0.83**	31.65	29.95	**-1.7**	38.63	33.98	**-4.65**	36.29	33	**-3.29**
Crews Hole Road WB	24.04	21.73	**-2.31**	29.09	25.42	**-3.67**	36.64	31.72	**-4.92**	37.05	31.22	**-5.83**
Feeder Road EB	23.6	25.86	**2.26**	26.43	28.79	**2.36**	33.26	33.01	**-0.25**	41.89	38.58	**-3.31**
Feeder Road WB	19.54	18.75	**-0.79**	21.09	22.21	**1.12**	25.13	25.9	**0.77**	26.09	24.72	**-1.37**
St Phillips Causeway NB	16.43	11.53	**-4.9**	26.17	18.49	**-7.68**	44.18	36.61	**-7.57**	43.33	34.54	**-8.79**
St Phillips Causeway SB	36.96	34.61	**-2.35**	23.94	31.54	**7.6**	45.43	39.48	**-5.95**	47.31	37.19	**-10.12**
Troopers Hill Road NB	21.45	20.98	**-0.47**	23.68	19.96	**-3.72**	25.48	24.86	**-0.62**	29.23	24.5	**-4.73**
Troopers Hill Road SB	23.54	22.24	**-1.3**	25.25	21.37	**-3.88**	27.35	25.3	**-2.05**	29.62	24.55	**-5.07**
Whitehall Avenue EB	17.01	18.41	**1.4**	22.71	20.92	**-1.79**	22.58	23.43	**0.85**	23.82	21.53	**-2.29**
Whitehall Avenue WB	10.91	15.93	**5.02**	20.5	19.17	**-1.33**	26.69	20.62	**-6.07**	27.25	21.43	**-5.82**
Whitehall Road EB	22.38	21.52	**-0.86**	20.23	19.32	**-0.91**	31.79	27.63	**-4.16**	33.57	28.18	**-5.39**
Whitehall Road WB	8.18	9.53	**1.35**	15.41	19.33	**3.92**	31.33	23.78	**-7.55**	28.8	22.25	**-6.55**
Hillside Road EB	17.95	17.1	**-0.85**	26.04	22.62	**-3.42**	36	32.31	**-3.69**	27.9	26.8	**-1.1**
Hillside Road WB	19.74	16.82	**-2.92**	24.22	20.58	**-3.64**	30.54	28.05	**-2.49**	27.62	21.83	**-5.79**
Hudd's Vale EB	21.09	21.93	**0.84**	21.29	27.99	**6.7**	31.66	24.25	**-7.41**	32.53	26.08	**-6.45**
Hudd's Vale WB	18.52	23.86	**5.34**	16.31	23.87	**7.56**	33.51	24.67	**-8.84**	32.09	20.8	**-11.29**
Marling Road NB	13.58	18.03	**4.45**	19.36	20.32	**0.96**	20.43	17.3	**-3.13**	24.51	22.83	**-1.68**
Marling Road SB	17.95	13.4	**-4.55**	16.91	18.17	**1.26**	22.2	21.18	**-1.02**	18.98	19.34	**0.36**
Plummer's Hill NB	15.37	19.35	**3.98**	24.4	24.77	**0.37**	32.33	28.53	**-3.8**	28.63	26.26	**-2.37**
Plummer's Hill SB	8.3	10.49	**2.19**	15.69	19.63	**3.94**	27.16	24.93	**-2.23**	27.32	22.38	**-4.94**

Table 22: Journey Time, 2024 vs 2025

Journey Time (mm:ss)	Tuesday - Thursday - AM Peak			Tuesday - Thursday - PM Peak			Weekends - AM Peak			Weekends - PM Peak		
Corridor	**2024**	**2025**	**2024 vs 2025**	**2024**	**2025**	**2024 vs 2025**	**2024**	**2025**	**2024 vs 2025**	**2024**	**2025**	**2024 vs 2025**
Blackswarth Road NB	03:08	05:38	**80%**	03:27	03:57	**14%**	01:40	01:45	**5%**	02:33	03:25	**34%**
Blackswarth Road SB	02:28	02:14	**-9%**	01:43	01:37	**-6%**	01:21	01:21	**0%**	01:28	01:30	**2%**
Chalks Road NB	01:36	01:30	**-6%**	01:16	01:19	**4%**	00:45	00:46	**2%**	00:59	01:07	**14%**
Chalks Road SB	03:22	03:36	**7%**	03:20	02:25	**-28%**	00:57	00:57	**0%**	01:41	01:44	**3%**
Church Road EB	05:23	05:19	**-1%**	07:21	07:17	**-1%**	03:25	03:24	**0%**	05:24	05:46	**7%**
Church Road WB	10:58	09:34	**-13%**	06:16	06:09	**-2%**	03:40	03:42	**1%**	05:01	05:40	**13%**
Crews Hole Road EB	03:47	03:40	**-3%**	03:00	03:10	**6%**	02:27	02:37	**7%**	02:47	02:52	**3%**
Crews Hole Road WB	03:56	04:22	**11%**	03:15	03:44	**15%**	02:35	02:33	**-1%**	02:59	03:02	**2%**
Feeder Road EB	04:12	03:50	**-9%**	03:45	03:27	**-8%**	02:59	02:22	**-21%**	03:00	02:34	**-14%**
Feeder Road WB	05:04	05:17	**4%**	04:42	04:28	**-5%**	03:57	03:48	**-4%**	03:50	04:01	**5%**
St Phillips Causeway NB	05:38	08:01	**42%**	03:32	05:00	**42%**	02:06	02:08	**2%**	02:31	02:41	**7%**
St Phillips Causeway SB	02:30	02:41	**7%**	03:52	02:56	**-24%**	02:02	01:57	**-4%**	02:21	02:29	**6%**
Troopers Hill Road NB	01:46	01:49	**3%**	01:36	01:54	**19%**	01:30	01:18	**-13%**	01:32	01:33	**1%**
Troopers Hill Road SB	01:37	01:43	**6%**	01:30	01:47	**19%**	01:24	01:17	**-8%**	01:30	01:33	**3%**
Whitehall Avenue EB	01:03	00:58	**-8%**	00:47	00:51	**9%**	00:47	00:45	**-4%**	00:45	00:49	**9%**
Whitehall Avenue WB	01:38	01:07	**-32%**	00:52	00:56	**8%**	00:40	03:39	**-3%**	00:52	00:50	**-4%**
Whitehall Road EB	05:14	05:27	**4%**	05:48	06:04	**5%**	03:41	03:29	**-5%**	04:14	04:09	**-2%**
Whitehall Road WB	14:19	12:18	**-14%**	07:36	06:04	**-20%**	03:44	04:04	**9%**	04:56	05:16	**7%**
Hillside Road EB	02:58	03:07	**5%**	02:03	02:21	**15%**	01:29	01:54	**28%**	01:39	01:59	**20%**
Hillside Road WB	02:42	03:10	**17%**	02:12	02:35	**17%**	01:44	01:56	**12%**	01:54	02:26	**28%**
Hudd's Vale EB	00:49	00:47	**-4%**	00:48	00:37	**-23%**	00:33	00:32	**-3%**	00:43	00:40	**-7%**
Hudd's Vale WB	00:56	00:43	**-23%**	01:03	00:43	**-32%**	00:31	00:32	**3%**	00:42	00:50	**19%**
Marling Road NB	01:22	01:02	**-24%**	00:58	00:55	**-5%**	00:55	00:46	**-16%**	01:05	00:49	**-25%**
Marling Road SB	00:33	00:44	**33%**	00:35	00:33	**-6%**	00:27	00:31	**15%**	00:28	00:31	**11%**
Plummer's Hill NB	02:13	01:46	**-20%**	01:24	01:23	**-1%**	01:03	01:12	**14%**	01:12	01:18	**8%**
Plummer's Hill SB	04:07	03:15	**-21%**	02:11	01:44	**-21%**	01:15	01:15	**0%**	01:22	01:32	**12%**

Insights: Vehicle Speeds

Harmonic Average Speed Analysis

A comparison of 2024 and 2025 speed data reveals that average speeds generally decreased, especially during peak periods and weekends, indicating increased congestion or changing traffic patterns. However, some corridors showed localised improvements or stable speeds, suggesting these impacts are not uniform across the network.

- In the weekday morning peak period, many corridors observed reduced harmonic average speeds in 2025 compared to 2024. The highest declines were observed **Blackswarth Road** northbound (-7.33 kph), **St Phillips Causeway** northbound (-4.9 kph) and **Marling Road** southbound (-4.55 kph). Conversely, four corridors observed speed increases that were higher than +3 kph in 2025, with the highest observed speed increases recorded on **Hudd's Vale** westbound (+5.34 kph) and **Whitehall Avenue** westbound (+5.02 kph). In the weekday afternoon peak, results were more nuanced. **St Phillips Causeway** saw the steepest changes in both directions, at +7.6 kph southbound and -7.68 kph northbound. **Hudd's Vale** also saw increases in speed in both directions (+7.56 kph westbound and +6.7 kph eastbound). **Hillside Road** saw decreases in average speed in both directions (-3.42 kph eastbound and -3.64 kph westbound).

- In the weekend morning peak, only **Whitehall Avenue** saw a slight increase in speed eastbound (+0.85 kph), while it saw a decrease in speed westbound (-6.07 kph). All other corridors saw a decline in average speed in both directions: **Chalks Road** (-6.96 kph northbound, -10.01 kph southbound), **Church Road** (-11.25 kph eastbound, -7.55 kph westbound), **Whitehall Road** (-4.16 kph eastbound, -7.55 kph westbound), **Hudd's Vale** (-7.41 kph eastbound, -8.84 kph westbound), **St Phillips Causeway** (-7.57 kph northbound, -5.95 kph southbound), **Crews Hole Road** (-4.65 kph eastbound, -4.92 kph westbound) and **Blackswarth Road** (-10.69 kph northbound and -3.13 kph southbound). **Feeder Road, Troopers Hill Road, Hillside Road, Marling Road** and **Plummer's Hill** also saw decreases in speed in both directions, though decreases were less significant. In the weekend afternoon peak period, only **Marling Road** saw a marginal increase southbound (+0.36 kph) while it saw an decrease northbound (-1.68 kph). All other corridors saw a decrease in speeds, particularly **Church Road** (-12.63 kph eastbound, -9.74 kph westbound), **St Phillips Causeway** (-8.79 kph northbound, -10.12 kph southbound), and **Hudd's Vale** (-6.45 kph eastbound and -11.29 kph westbound).

Journey Time Analysis

Weekday peak times saw mixed results while weekends tended to see rising journey times. Although congestion or delays have worsened in some locations, other routes have seen improvements or greater stability year-on-year.

On weekdays in the morning peak period, journey time were nuanced, generally portraying different results in both directions along each respective corridor. On **Blackswarth Road**, northbound journey times increased by 80%, and decreased by 9% southbound. On **St Phillips Causeway**, journey times increased by 42% northbound, and by 7% southbound. On **Whitehall Avenue**, they decreased by 32% westbound and 8% eastbound. On **Marling Road**, they decreased by 24% northbound and increased by 33% southbound. On **Plummer's Hill**, journey times decreased by 20% northbound and 21% southbound. On weekdays in the afternoon peak period, similar patterns emerged. Northbound journey times on **Blackswarth Road** increased by 14% while they decreased by 6% southbound. On **Chalks Road**, journey times decreased by 28% southbound and increased by 4% northbound. Journey times increased in both directions on **Crews Hole Road** (+15% westbound and +6% eastbound), **Troopers Hill Road** (+19% in both directions), and **Hillside Road** (+15% eastbound and +17% westbound). Journey times decreased in both directions on **Hudd's Vale** (-23% eastbound and -32% westbound). On **Plummer's Hill**, journey time significantly decreased southbound (-21%).

On weekends in the morning peak period, changes to journey times were more mixed: some roads portrayed significant changes in journey times, in both or one direction, while other roads displayed marginal changes. On **Hillside Road**, they increased by 28% eastbound and 12% westbound. On **Plummer's Hill**, they increased by 14% northbound and did not change southbound. On **Feeder Road**, journey times decreased by 21% eastbound and by 4% westbound. On **Trooper's Hill**, they decreased by 13% northbound and by 8% southbound. On **Marling Road**, while the northbound direction saw a 16% decrease in journey times, southbound journeys saw a 15% increase. On weekends in the afternoon peak period**, Feeder Road** eastbound (-14%) and Marling Road northbound (-25%) saw significant decreases in journey times. Conversely, **Hillside Road** saw increases in both directions (+20% eastbound and +28% westbound). Some corridors saw significant increases in only one direction: **Blackswarth Road** northbound (+34%), Chalks Road northbound (+14%), **Church Road** westbound (+13%), **Hudd's Vale** westbound (+19%), and **Plummer's Hill** southbound (+12%).

Roadworks may impact vehicle speeds.

- There were three instances of minor roadworks along **Whitehall Road** on weekdays in October 2024, and one instance of minor roadworks along this route in October 2025. However, recorded weekday average vehicle speeds remained broadly similar.

- Along **Church Road**, there were four instances of minor roadworks in October 2024, and one in October 2025. However, vehicle speeds have remained broadly similar.

- There was one instance of minor roadworks on the carriageway along Feeder Road on a Sunday in October 2024, and none in October 2025. Vehicle speeds slightly decreased in October 2025 compared to October 2024.

- On **Air Balloon Road** near **Troopers Hill Road**, there was one instance of minor roadworks in October 2024, but this took place on the footway. There were no roadworks in October 2025.

- There was one instance of minor roadworks in October 2024 along **Bell Hill Road** and one along **Clouds Hill Road**, both of which are to the north of **Marling Road**. Both were on the footway. On these same roads, there was one instance of standard roadworks and one instance of major roadworks in October 2025, which was also on the footway, thus with little to no impact on vehicle speeds.

Bus Journey Times

Bus data is sourced from ABODS. Data for six bus corridors has been analysed within this report:

- Church Street to Netham Street
- Netham Street to Church Street
- Fishponds to Whitchurch
- Whitchurch to Fishponds
- Church Road inbound (westbound)
- Church Road outbound (eastbound)

The following routes operate along each bus corridor:

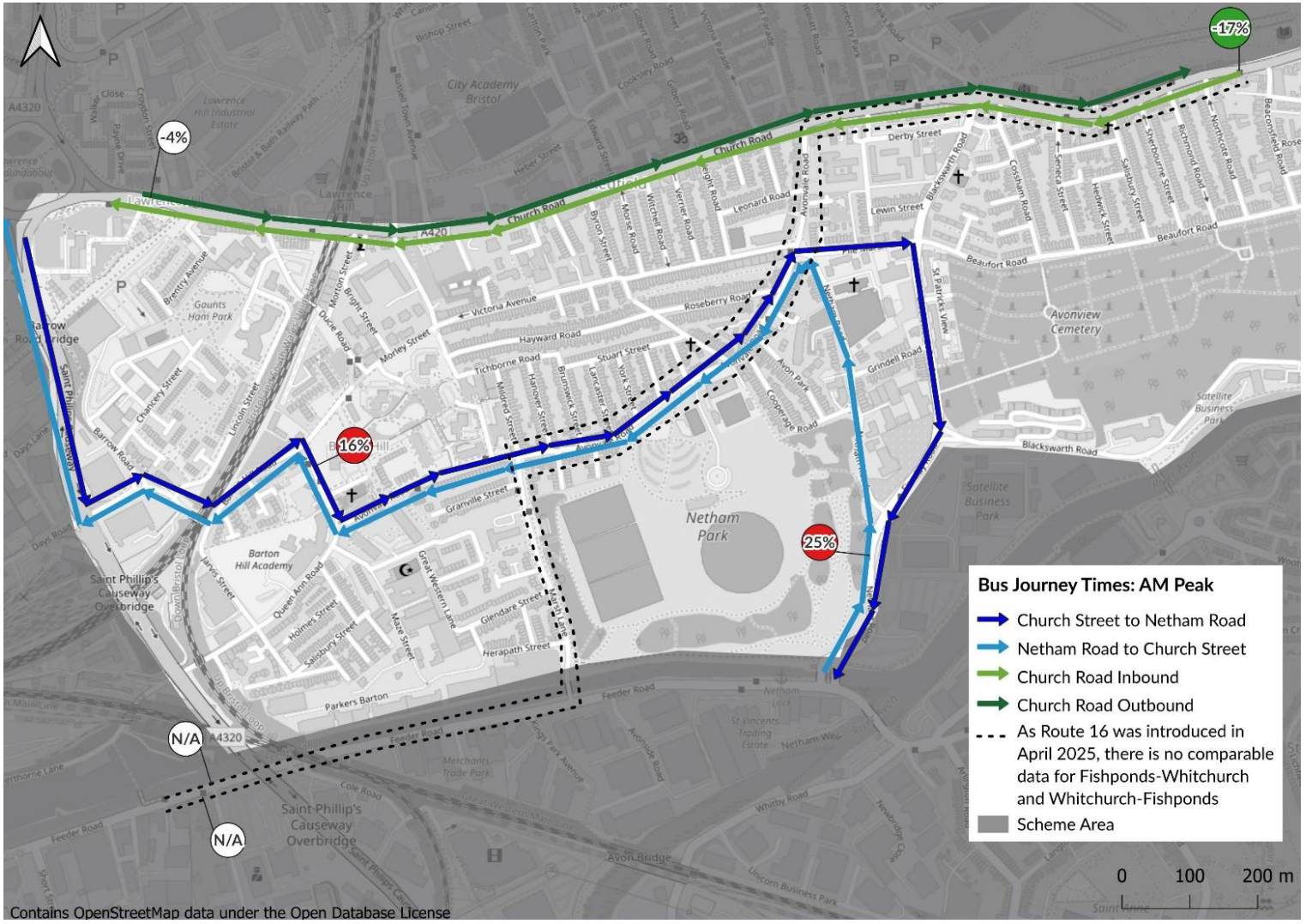
Table 23: Bus Corridors

Corridor	**Bus routes**
Church Street to Netham Street	5
Netham Street to Church Street	5
Fishponds to Whitchurch	16
Whitchurch to Fishponds	16
Church Road inbound (westbound)	41, 42, 43, 44, 45
Church Road outbound (eastbound)	41, 42, 43, 44, 45

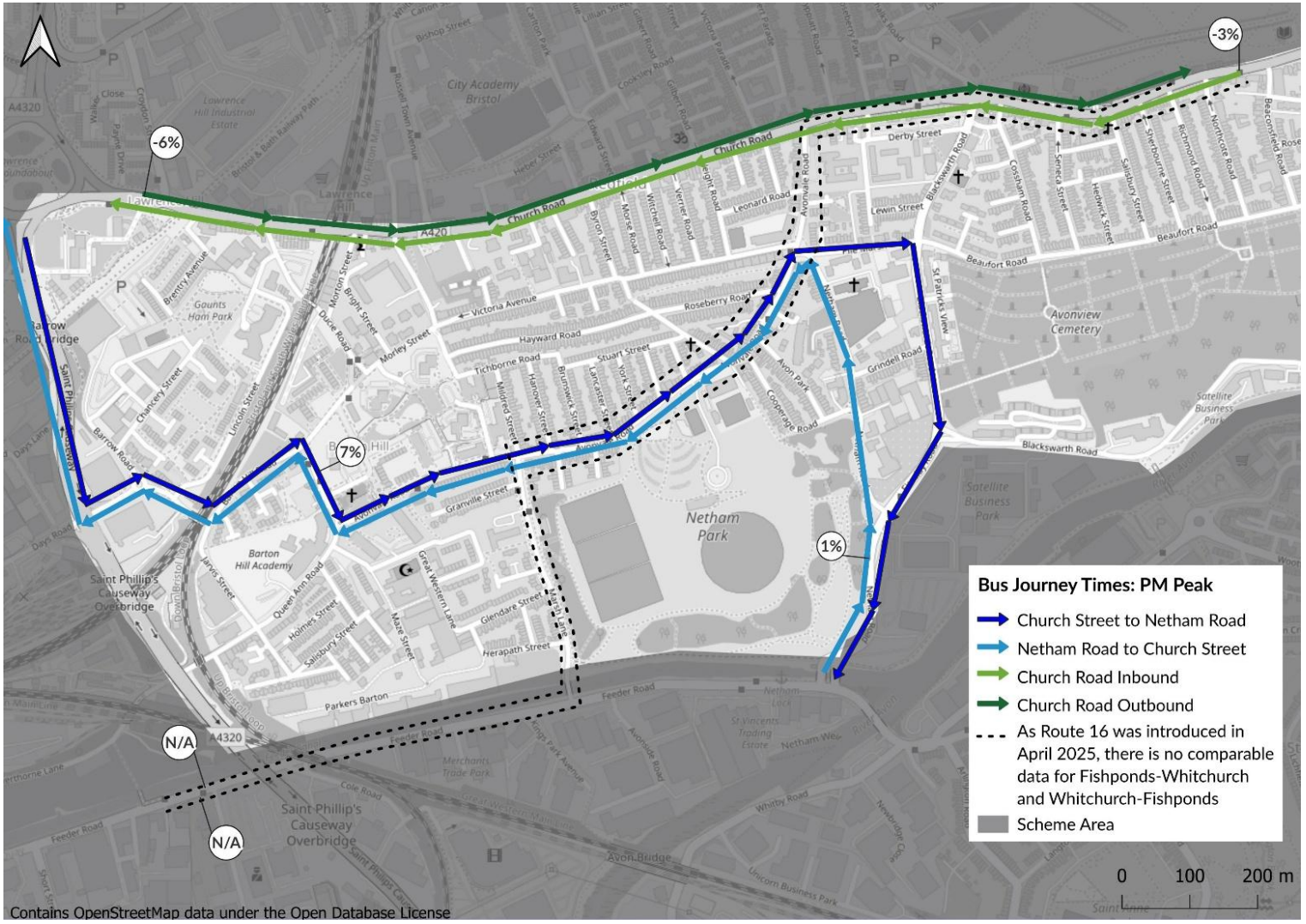
Table 24: Bus Frequency and Services per hour

Route	Direction	AM (8am-9am) Frequency	Buses Per Hour (AM)	Interpeak (9am-4pm) Frequency	Buses Per Hour (Interpeak)	PM (4-5pm) Frequency	Buses Per Hour (PM)
5	Stoke Bishop Transport Hub to St Annes Park	30 min	2	30 min	2	35 min	1
5	St Annes Park to Stoke Bishop Transport Hub	35 min	1	25-35min	1/2	40min	1
16	Whitchurch, Belland Drive to Fishponds, Cross Hands	30 min	2	30 min	2	30 min	2
16	Fishponds, Cross Hands to Whitchurch, Belland Drive	30 min	2	30 min	2	30 min	2
41	Avonmouth, Smoke Lane to Kingswood, Cecil Road.	30 min	2	30 min	2	30 min	2
41	Kingswood, Cecil Road to Avonmouth, Smoke Lane.	30 min	2	30 min	2	33 min	1
42	City Centre to Cherry Gardens	54 min	1	55-60 min	1	40 min	1
42	Cherry Gardens to City Centre	55 min	1	55-65min	1	55 min	1
43	Imperial Park to Cadbury Heath	25 min	2	20-35 min	2/3	30 min	2
43	Cadbury Heath to Imperial Park	20 min	3	20-35 min	2/3	15-20 min	3/4
44	City Centre to Cadbury Heath	20-30 min	2/3	25-30 min	2	30 min	2
44	Cadbury Heath to City Centre	25-30 min	2	30 min	2	30 min	2
45	City Centre to Cherry Gardens	25 min	2	20-30 min	2/3	30-35min	1/2
45	Cherry Gardens to City Centre	30 min	2	30 min	2	25 min	2

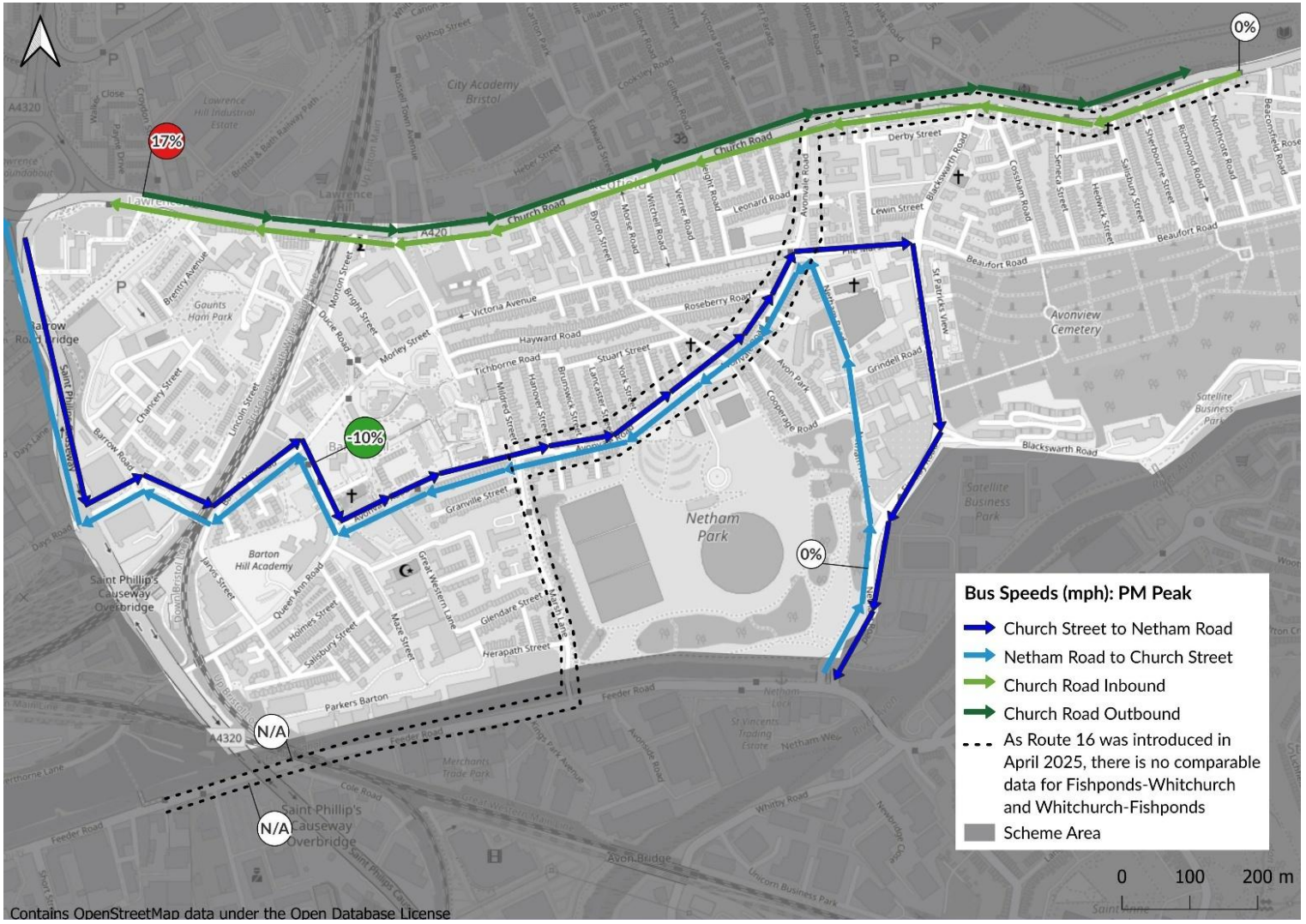
Map 47: AM Peak – Bus Journey Times: 2024 vs 2025



Map 48: PM Peak – Bus Journey Times: 2024 vs 2025



Map 49: AM Peak – Bus Journey speed: 2024 vs 2025



Map 50: PM Peak – Bus Journey speed: 2024 vs 2025

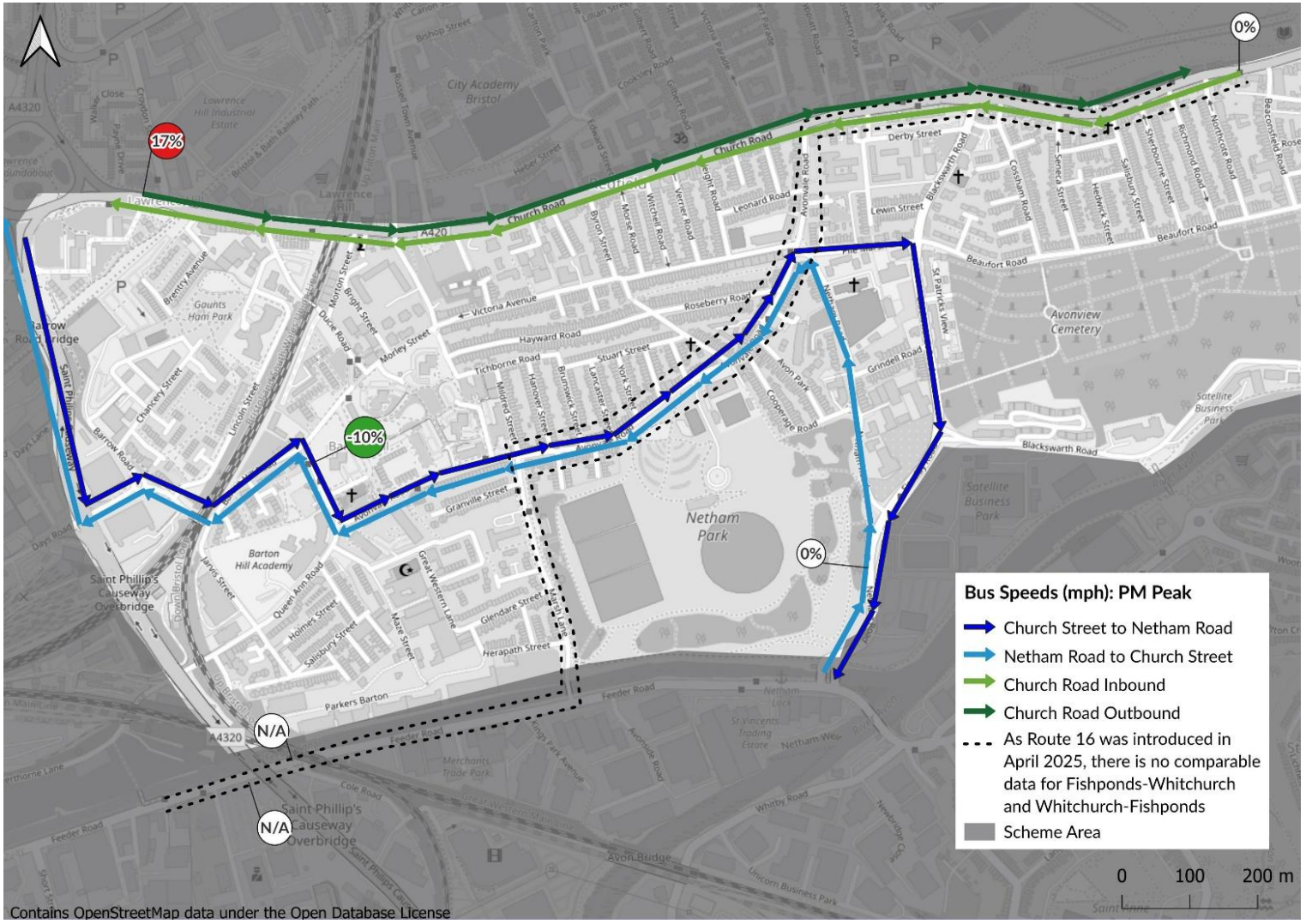


Table 25: Bus Corridor Journey Time:

Corridor Journey Time	AM peak hour (8-9) corridor journey time				PM peak hour (16-17) corridor journey time			
Corridor	2024 mean (mm:ss)	2025 mean (mm:ss)	2024 vs 2025 (sec)	2024 vs 2025 mean % difference	2024 mean (mm:ss)	2025 mean (mm:ss)	2024 vs 2025 (sec)	2024 vs 2025 mean % difference
Church Street to Netham Road	05:20	06:11	51	16%	05:37	06:02	25	7%
Netham Road to Church Street	06:22	07:56	94	25%	06:36	06:39	3	1%
Whitchurch - Fishponds	N/A	08:36	N/A	N/A	N/A	09:36	N/A	N/A
Fishponds - Whitchurch	N/A	09:47	N/A	N/A	N/A	08:46	N/A	N/A
Church Road Inbound	13:10	10:58	-132	-17%	08:35	08:17	-18	-3%
Church Road Outbound	06:37	06:21	-16	-4%	09:01	08:31	-30	-6%

Table 26: Bus Corridor Speed:

Corridor Speed (mph)	AM peak hour (8-9) corridor speed			PM peak hour (16-17) corridor speed		
Corridor	2024 mean	2025 mean	2024 vs 2025 mean %	2024 mean	2025 mean	2024 vs 2025 mean %
Church Street to Netham Road	10	9	-10%	10	9	-10%
Netham Road to Church Street	8	6	-25%	8	8	0%
Whitchurch - Fishponds	N/A	10	N/A	N/A	9	N/A
Fishponds - Whitchurch	N/A	9	N/A	N/A	10	N/A
Church Road Inbound	5	6	20%	8	8	0%
Church Road Outbound	9	9	0%	6	7	17%

Insights: Bus Journey Times and Bus Speeds

It should be noted that services along the Church Road corridor are far more regular than the Route 5 which is approximately every 30 minutes.
When considering both the morning and evening peaks, journey times for all routes except one along the Church Road corridor decreased between the Pre-and Post-Implementation phases. Journey time reductions range from 53 seconds for Route 42 (from Cherry Gardens to the City Centre) to four seconds for Route 44 (from City Centre to Cadbury Heath, Newton Road Shops). Route 45 (from Cherry Gardens to the City Centre) saw a mean increase of ten seconds. Conversely, the Church Street to Netham Road corridor experienced a 19-second increase in journey time (+6%), and the Netham Road to Church Street corridor saw a 38-second increase (+11%). As Route 16 was introduced in April 2025, no general comparison can be made between October 2024 and October 2025 bus journey times for the Whitchurch-Fishponds or Fishponds-Whitchurch corridors.

- In the morning peak period, bus journey times improved on **Church Road**, with a decrease of 17% in the inbound (westbound) direction and of 4% in the outbound (eastbound) direction. This corresponds to a reduction in journey time of 2 minutes and 12 seconds westbound, and of 16 seconds eastbound. Specifically, this indicates that bus routes 41, 42, 43, 44 and 45 are generally faster in the post-implementation period. However, bus journey times have increased on the **Church Street** to **Netham Road** corridor by 16%, equating to a mean increase of 51 seconds, and on the **Netham Road** to **Church Street** corridor by 25%, which represents a mean increase of 1 minute and 34 seconds. This suggests that route 5 is generally slower in the post-implementation period. It is noted that Route 16 was introduced in April 2025, so no 2024 data is available for the **Whitchurch-Fishponds** or **Fishponds-Whitchurch** corridors.

- In the evening peak period, similar patterns emerged. There has been a mean reduction in journey time on **Church Road** of 3% inbound (westbound) and 6% outbound (eastbound). This equates to an 18-second reduction in the westbound direction and a 30-second reduction eastbound. As with the morning peak, routes 41, 42, 43, 44 and 45 are generally faster post-implementation. Conversely, bus journey times have increased by 7% (+25 seconds) on the **Church Street-Netham Road corridor**, and by 1% (+ 3 seconds) on the **Netham Road-Church Street corridor**, indicating that bus route 5 is generally slower following the implementation of the scheme. Again, it is noted that Route 16 was introduced in April 2025, therefore no 2024 data is available for the **Whitchurch-Fishponds** or **Fishponds-Whitchurch** corridors.

When considering both the morning and evening peaks, bus speeds generally stayed consistent for all services along the Church Road corridor (Routes 41, 42, 43, 44 and 45) and ranged between 8 and 9mph in both the Pre- and Post-Implementation periods. Bus speeds decreased slightly for bus route 5 in both directions (from 13 to 12mph from Church Street to Netham Road, and 9 to 8mph from Netham Road to Church Street).

- In the morning peak period, bus speeds increased by 20% on the inbound **Church Road corridor** (westbound, from 5mph to 6mph), did not change on the outbound Church Road corridor (9mph), decreased by 10% on the **Church Street** to **Netham Road Corridor** (from 10mph to 9mph), and decreased by 25% on the **Netham Road** to **Church Street** corridor (from 8mph to 6mph).

- In the evening peak period, bus speeds did not change on the inbound **Church Road** corridor (8mph), increased by 17% on the outbound corridor (eastbound, from 6mph to 7mph), decreased by 10% on the Church Street to **Netham Road Corridor** (from 10mph to 9mph), and did not change on the **Netham Road** to **Church Street** corridor (8mph).

Bus patronage (prepared by Bristol City Council)

This section has been written by BCC. SYSTRA could not be provided with the full detailed patronage dataset required to undertake the analysis. The data are commercially sensitive and the legal text of a data sharing agreement between FirstBus and SYSTRA could not be finalised in time for the writing of this report.

Bus patronage is the number of passengers boarding at bus stops. The data were provided by FirstBus, collected from their ticketing systems. The data are commercially sensitive, so are presented here as aggregated percentage change over the comparison period, rather than actual passenger numbers.

The changes in patronage presented in the tables and analysis below compare the months April to August in 2024 and 2025. A different comparison period has been used to the preceding sections because the bus patronage data since September and into October have been impacted by two events in 2025 that prevent like for like comparison to 2024:

- Bus driver strikes in September caused severe disruption across the city with sixteen routes cancelled and eighteen routes running reduced services (every 30–60 minutes instead of normal frequency).

- The number 5 changed its route in Mid-September, coinciding with a doubling of patronage when looking at the route as a whole. This is suspected to be largely down to student trips as the route was extended to Clifton to serve the University of Bristol and campus halls.

Services have been analysed as groups to distinguish the change found on routes that pass through the area with the change found on routes that run along the boundary. The number 16 service commenced in April 2025, so was not running during the 2024 period.

The table below shows the change in patronage at stops within, or on the boundary of, the EBLN area. To give context to these figures, the table also presents change over the entire length of the services and across the whole city area. Note the city-wide change covers one extra month (April to September).

Bus services	Change - EBLN	Change – full service	Change city-wide
5, 16 (run mainly through the EBLN area)	116%	72%	0.5%
41, 42, 43, 44, 45 (run on the EBLN Boundary - Church Road)	-1%	5%	0.5%
41, 42, 43, 44, 45, 5, 16	5%	10%	0.5%

Insights: Bus Patronage

Bus patronage grew by +5% at stops within, and on the boundary of, the EBLN area. Patronage more than doubled (+116%) for services running through the area (5 and 16) and decreased very slightly (-1%) for services running on the boundary along Church Road.

In and around the EBLN, it is likely that the new number 16 service drew some patronage away from the Church Road services as its stops are easier and quicker to get to for many local residents. This might explain why the Church Road patronage experienced a slight reduction, compared to the growth seen along their entire lengths.

However, this reduction was more than offset by the very large growth of the 5 and the newly introduced 16. The local EBLN growth of these was substantially greater than that found along their entire route-lengths. This may suggest that the effects of the EBLN scheme also played a role in encouraging bus patronage, over and above the impact of introducing the new service.

High Street Footfall

Footfall data in district and local centres around the East Bristol Liveable Neighbourhood area has been analysed to assess whether the introduction of the Liveable Neighbourhood scheme has impacted businesses. Data is available for both Avonvale Road / Marsh Lane high street, and Church Road high street, between January 2024 and November 2025.

Year-over-year (YOY) is a metric used to compare a specific data point or performance measure in the current year to the same data point or measure in the previous year. A positive YOY percentage indicates growth or an increase in the measured parameter compared to the previous year. Conversely, a negative YOY percentage indicates a decline or decrease.

The figures below are indexed to January 2024, which has an index of 100. Any figures greater than 100 represent greater footfall than was measured for January 2024, and conversely for figures less than 100.

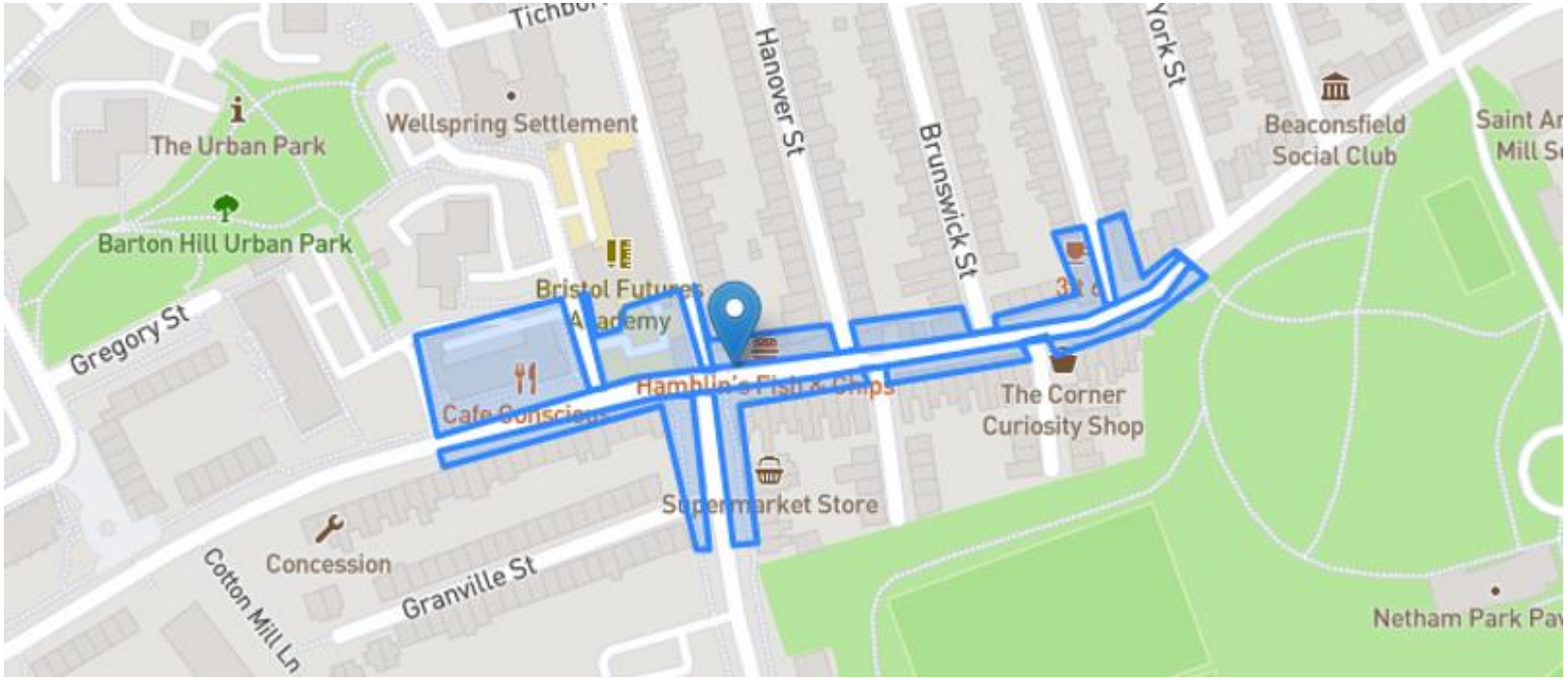
Table 30: Avonvale Road / Marsh Lane - Daily Visit Index

Daily Visit Index	**2024**	**2025**	**YoY Index Change**
January	100	101	1
February	88	98	10
March	96	121	25
April	98	117	19
May	103	123	21
June	107	117	10
July	101	114	13
August	100	123	23
September	103	112	9
October	100	103	3
November	93	94	1
December	118	No data	No comparable data

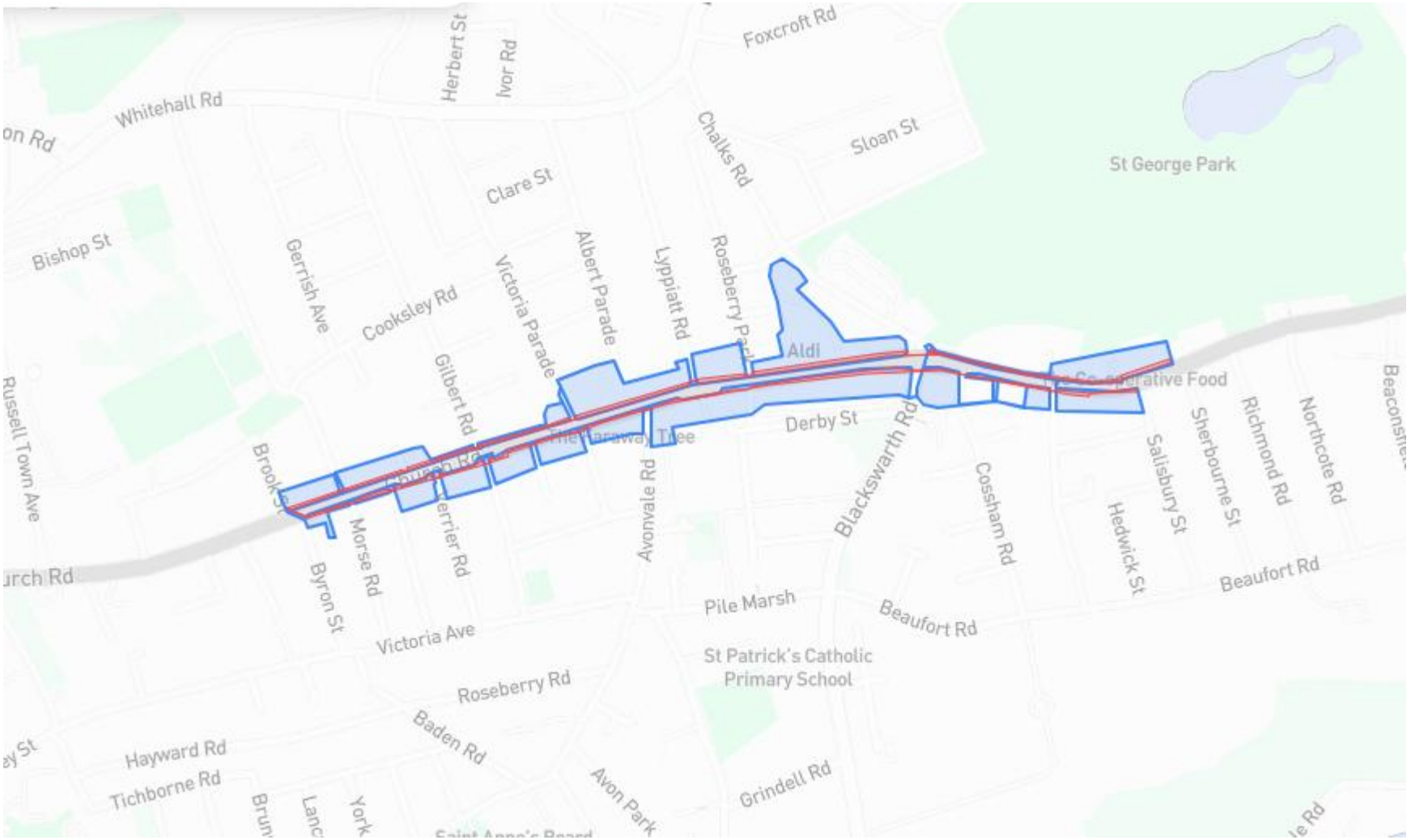
Table 31: Church Road - Daily Visit Index

Daily Visit Index	2024	2025	YoY Index Change
January	100	99	-1
February	96	95	-1
March	103	104	1
April	101	105	5
May	104	105	2
June	107	109	2
July	110	110	1
August	103	99	-4
September	105	104	-2
October	108	107	-1
November	103	No data	NA
December	124	No data	NA

Map 51: Avonvale Road / Marsh Lane footfall area



Map 52: Church Road footfall area



Insights: High Street Footfall

Overall, visits have increased in Avonvale Road / Marsh Lane shops in the period following the implementation of the scheme, particularly in the spring. However, Church Road initially saw modest gains, followed by a decline later in the year.

The daily visit index shows a consistent year-on-year increase from April to October, with the most significant growth during the spring months. This suggests enhanced footfall and potentially greater business activity in these shops since the scheme was introduced.

- Table 30 shows the daily visit index of shops on the Avonvale Road / Marsh Lane shops for both 2024 and 2025, along with the index change. According to Table 30 when examining the months from April to October in both years, the Year-on-Year (YoY) growth metric is positive. This increase is especially pronounced during the spring months, indicating that the Avonvale Road / Marsh Lane shops experienced a significant rise in daily visits during this period.

For Church Road shops, the impact is more mixed. While there is a slight year-on-year increase in daily visits from April to July, the trend reverses in the latter part of the period, with a noticeable decline from August to October. This indicates that the scheme may have benefited these shops in the spring and early summer but did not sustain improved visit numbers into late summer and autumn.

- Table 31 presents the daily visit index for Church Road shops in both 2024 and 2025, as well as the changes in these indices. Analysis of the data from April to October reveals that Year-on-Year (YoY) growth was slightly positive from April to July, indicating a modest increase in visits during the spring and early summer months. However, from August to October, the YoY index reduces between 2024 and 2025, suggesting a decline in daily shop visits during late summer and early autumn.

Concluding Remarks

This Post Implementation monitoring report demonstrates that, in general, the East Bristol Liveable Neighbourhood is delivering the intended local impacts in terms of a reduction in motorised traffic volumes on internal roads without significant impact to most external roads.

Table 32 summarises the key takeaways for each vehicle classification on external roads and internal roads.

Table 32: Key Takeaways in the East Bristol Liveable Neighbourhood

	Weekday (Tuesday-Thursday)									**Weekend (Saturday-Sunday)**								
	Overall Change			**Internal Roads**			**External Roads**			**Overall Change**			**Internal Roads**			**External Roads**		
	2024	**2025**	**% Change**	**2024**	**2025**	**% Change**	**2024**	**2025**	**% Change**	**2024**	**2025**	**% Change**	**2024**	**2025**	**% Change**	**2024**	**2025**	**% Change**
All Motorised Vehicles	**149056**	**109899**	**-26%**	41821	9606	-77%	107235	100293	-6%	**113757**	**90408**	**-21%**	26007	7158	-72%	87749	83250	-5%
Cars	**116035**	**84633**	**-27%**	33451	7432	-78%	82584	77201	-7%	**99678**	**78734**	**-21%**	23095	6070	-74%	76583	72663	-5%
Motorcycles	**3556**	**3441**	**-3%**	987	659	-33%	2570	2783	8%	**3509**	**3002**	**-14%**	850	515	-39%	2660	2487	-6%
LGVs	**25083**	**17931**	**-29%**	6649	1191	-82%	18433	16740	-9%	**9010**	**7153**	**-21%**	1920	455	-76%	7090	6698	-6%
HGVs	**675**	**742**	**10%**	42	8	-82%	634	734	16%	**57**	**61**	**6%**	4	2	-43%	54	59	9%
Cycles	**7891**	**9610**	**22%**	4059	5624	39%	3831	3985	4%	**4207**	**4193**	**0%**	1959	2206	13%	2248	1988	-12%
Pedestrians	**24132**	**25784**	**7%**	12776	13464	5%	11356	12320	8%	**21245**	**22381**	**5%**	9119	9253	1%	12126	13128	8%

Volumes of motorised vehicles have generally decreased within the East Bristol Liveable Neighbourhood, on both internal and external roads. HGVs volumes have increased overall; this will continue to be monitored. An overall increase in active travel (walking, wheeling and cycling) is also observed throughout the scheme area as a whole.

- There has been a significant decrease in motorised vehicles within the scheme area on weekdays (-26%) and weekends (-21%). Reductions predominantly took place on internal roads, which saw a 77% decrease on weekdays, and a 72% decrease on weekends. There was a 6% decrease on external roads on weekdays and a 5% decrease on weekends.
- Overall, there has been a significant decrease in cars within the scheme area on weekdays (-27%) and weekends (-21%). This predominately took place on internal roads (-78% on weekdays, -74% on weekends), while external roads saw less significant decreases (-7% on weekdays, -5% on weekends).
- Motorcycle volumes marginally decreased, with an average decrease of 3% on weekdays, and 14% on weekends. Weekday changes are primarily associated with a 33% decrease on internal roads, as external roads saw an 8% increase in motorcycle volumes. On weekends, the 14% reduction in motorcycle volumes was driven by a 39% decrease on internal roads, whilst external roads saw a decrease of 6%.
- LGVs volumes decreased by 29% on weekdays and 21% on weekends. There was a 82% decrease on internal roads on weekdays, and a 76% decrease on internal roads on weekends. External roads saw a 9% decrease on weekdays, and a 6% decrease on weekends.
- HGV volumes increased by 10% on weekdays and a 6% increase on weekends across all roads combined. On weekdays, internal roads saw a 82% decrease and external roads saw a 16% increase. On weekends, HGV volumes decreased by 43% on internal roads and increased by 9% on external roads.
- Active travel has generally increased within the scheme area. Cycle volumes increased by 22% overall on weekdays (+39% on internal roads, +4% on external roads) but saw no significant overall change on weekends (+13% on internal roads, -12% on external roads). Pedestrian volumes increased by 7% overall on weekdays (+5% on internal roads, +8% on external roads) and by 5% on weekends (+1% on internal roads, +8% on external roads).

Appendices

Appendix 1: Air quality summary report (prepared by BCC's air quality team)

Bristol City Council (BCC) has been monitoring air pollution in the city for many years as part of a statutory duty to report air pollution data to government each year. Monitoring in and around the East Bristol Liveable Neighbourhood (EBLN) pilot area has been implemented in three stages:

1. As part of the citywide monitoring there were 9 'long term' monitoring sites in the EBLN pilot area, which have been in place since at least 2021 and in some cases, for many more years.

2. As part of the specific EBLN monitoring and evaluation plan, an additional 11 nitrogen dioxide (NO_2) pollution monitoring sites were added in 2022. They were added in 2022 to ensure that at least 1 year of baseline data was available before the EBLN changes were made. These were put in locations where Bristol City Council considered it was possible some changes in traffic movements would occur as a result of the EBLN pilot. Where changes to traffic flows could be near schools monitoring was added at that location.

3. In August 2024, at the request of local Councillors, additional monitoring sites were placed at 6 more locations where concerns were raised about possible impacts of the EBLN on air pollution. In total, there are 26 monitoring locations in the EBLN area, monitoring pollution within the Liveable Neighbourhood boundary, on the boundary roads and roads surrounding the area.

Monitoring method

BCC measure nitrogen dioxide (NO_2) pollution using diffusion tubes. These provide monthly air pollution data which can then be used to calculate an annual average level of NO_2. As this report is being produced during the middle of the year, the air pollution analysis is being carried out on raw, provisional monthly data, so should be treated with caution and the reported trends need to be considered as indicative only. It won't be possible to properly evaluate the impact of the EBLN pilot on air pollution levels until early/mid 2026. The reason for this is that there are a number of data quality checks are required, including applying an adjustment factor to the raw data. This is done on an annual basis and will be applied to the provisional data in this report in 2026.

The main measures for the EBLN pilot were installed by April 2025. At the time of writing this analysis, the latest available monthly air pollution data was September 2025. Therefore an analysis of air quality data has been made which compares 6 months of data from April to September 2025 with the same period in 2024. In addition to this, the data has also been considered over two periods, April to June and July to September. A comparison with the same months in 2024 and 2025 has been carried out as NO_2 levels show significant seasonal variation. In winter months NO_2 levels are generally higher than those recorded in the summer. The comparison of data from the same months of different years accounts for this seasonal variation. However, it doesn't account for the variation in weather from one year to the next, which can have a significant impact on pollution levels.

Another reason to view these results as being indicative is that monitoring tubes sometimes get removed/stolen from their monitoring positions and so not all sites have data for all months. Some of the periods where comparisons are made might have only 1 or two months of data, which isn't long enough to draw firm conclusions from when it comes to air pollution trends. When considering a whole year, adjustments can be made to account for missing data. It is not practical to do this for the analysis of 6 months data.

Results

20 sites had data for the April-September period for both 2024 and 2025 and have been used in the analysis.

Current Monitoring Locations in the East Bristol Area

The monitoring locations are shown in the map above. Of the 20 sites that have been included in this assessment, 7 are on roads close to the liveable neighbourhood area, 9 are on the EBLN boundary roads and 4 are located inside the EBLN area. Data for 6 other sites is only available from August 2024, so they have not been included in this analysis.

Table 1: Provisional % Change in Measured NO2 per site

Site ID	Site name	2024 annual NO_2 ($\mu g/m^3$)	% Difference in Average NO_2 April - September 2024 compared to April – September 2025	2025 INDICATIVE annual NO_2 ($\mu g/m^3$) if indicative % change is applied to 2024 data
Monitoring Sites Outside the EBLN Area				
405	Whitehall Rd/Easton Rd lamppost 4TZ	33.6	+4%	35
406	Whitehall Rd lamppost 17 nr juction with Chalks Rd	23.2	-6%	22
525	Summerhill A420	23.2	+11%	26
652	Whitehall Rd-CAZ-Lamppost by house	30.4	+11%	34
681	Russel Town Avenue Opposite Pheonix Social Enterprise Club	21.7	-12%	19
683	Victoria Parade Opposite	13.5	+2%	14
684	Lyppiatt Road Opposite	15.3	+3%	16
Monitoring Sites on the Boundary of the EBLN Area				
436	Shiners Garage	26.2	+5%	27
496	Church Road Redfield	20.2	+3%	21
578	Church Road-CAZ-Outside Gurdwara	23.5	+2%	24
579	Church Road-CAZ-Lamppost	25.8	+11%	29
651	Church Rd-CAZ-Post by Barwaaqo Cafe	28.6	+10%	32
674	Troopers Hill	13.4	+9%	15
675	Netham Lock Junction	23.0	-5%	22
676	Blackswarth Road Opposite St Patrick's School	16.1	-1%	16

682	Church Road Miss Millies	23.5	+22%	29
Monitoring sites inside the EBLN Area				
677	Beaufort Road	15.2	-31%	10
678	Victoria Avenue	14.0	-7%	13
679	Avonvale Road Opposite Bristol Futures Academy	21.4	-17%	18
680	Morely Street/Bright Street Ped Crossing	18.5	-14%	16

Table 1 above shows three columns of data:

1. The first is the 2024 annual average recorded at each monitoring site. The legal target is 40µg/m^3.

2. The second shows the percentage difference between the raw monthly data from April-September 2024 and the same period for 2025.

3. The third gives projected annual NO_2 (µg/m^3) by applying the indicative percentage changes from column 2 to the 2024 annual NO_2 from column 1. This has been done to provide context of what these percentage changes would do to annual data if the changes were representative of the whole year.

Table 2: Provisional % Change in Measured NO2 averaged by site location for April to June and July to September

Site Location Type	**% Change in Measured NO_2** **April - June 2025 compared to the same period in 2024**	**% Change in Measured NO_2** **July – September 2025 compared to the same period in 2024**	**% Change in Measured NO_2** **April – September 2025 compared to the same period in 2024**
Inside EBLN	-16%	-18%	-17%
Outside of EBLN	+8%	+1%	+4%
Boundary of EBLN	+12%	+1%	+6%

Table 2 above shows the percentage difference between the raw monthly data, averaged by three location types, for three different comparison periods. The shorter three-month periods of April-June and July-September are presented to give more detail on how Air Quality has changed across the overall monitoring period of April-September.

To give a wider context to these figures, there have been overall reductions in air pollution levels across Bristol in recent years. In 2018 site 436 (Shiners Garage) and 525 (Summerhill A420) recorded annual NO_2 pollution levels of 50.6 µg/m^3 and 43.5µg/m^3 respectively. In 2024 these had fallen to 26.2 µg/m^3 and 23.2 µg/m^3 respectively. The projected 2025 annual NO_2 values for all sites, as shown in the Table 1 above, are lower than those recorded at all sites in 2022, with the exception site 682 on Church Road.

Analysis

As stated previously, the data used for this analysis is provisional. Furthermore, the period of data collected is short in terms of identifying trends in air pollution data. Shorter periods used for comparative analysis are more prone to being influenced by factors such as predominant weather conditions during analysis periods for example. Verified and adjusted 2025 data will be available in 2026, with analysis of the impact of the EBLN on air pollution being carried out using a full 12 months of data once it is available in 2026.

It is with these caveats that the findings below are presented.

All sites were below the annual average legal target for NO_2 of 40µg/m^3 in 2024. This is also projected to be the case for all sites in 2025 if the indicative percentage change is applied to 2024 data.

All 4 sites inside the EBLN area saw reductions in the recorded air pollution levels in the six months after the introduction of the pilot scheme when compared to the same period in 2025. Of the 7 sites outside of the EBLN area, 5 showed increasing pollution levels with two locations decreasing. For the 9 sites on the EBLN boundary roads, 7 showed increasing pollution levels, with 2 (Netham Lock and Blackswarth Road) recording reduced pollution levels.

Looking at the three-monthly periods, decreases in air pollution at sites inside the zone were measured during both periods with some increases being measured at sites outside and on the boundary in both periods. At sites outside of the EBLN, the increase was +8% in April-June and +1% in July-September. A similar pattern was seen at sites on the boundary of the EBLN, from +12% to +1%. One explanation for this trend is that as people adapted and adjusted their travel behaviour over the 6-month period, traffic levels reduced and as a result, so did the relative levels of air pollution.

These patterns are in the context of significant improvements in air pollution levels on the main roads in the area since 2018 and all current pollution levels being much lower than levels recorded within the last 10 years.

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.

The East Bristol Liveable Neighbourhood pilot has been introduced with the intention of creating a safer and more pleasant environment for people to be able to walk, cycle, socialise and use public transport. Whist in the short term, some disruption was expected, while people get used to and adapt to the changes that have been made in the area, evidence from other similar pilots elsewhere in the country show that over time, vehicle movements reduce across the area. These reductions are seen on the roads inside the LN boundary but also on the surrounding boundary roads. So whilst any worsening of air pollution is something BCC want to avoid in all locations, any short-term worsening is expected to be temporary, whilst people adjust to the LN changes. The purpose of the continued monitoring is to ensure that BCC can fully assess the effects of the EBLN over time.

In research carried out by Imperial College London on three similar schemes in London, it was shown that air pollution improved on all roads, including those on the boundary. Improvements in air pollution of 5.7% within the boundary area and by 9% on the boundary roads we measured along with reductions in vehicle movements. Continued monitoring will allow BCC to assess what happens to both traffic levels and air pollution over time.

Appendix 2: Emergency services response summary (prepared by Bristol City Council)

Bristol City Council (BCC) has engaged extensively with all the emergency services throughout the pre-trial and trial period. See the Engagement Report for further information on this and other observations made to us by the emergency services.

This summary seeks to analyse impacts on emergency service response in a consistent manner by looking at average response times before and after scheme implementation. We (BCC) made requests for this information to the Fire, Police and Ambulance services. The information received in response varies between each service and is summarised in the sections below.

Ambulance

The South West Ambulance Service Trust (SWAST) provided the average response times shown below, for all calls meeting these criteria:

- Excludes calls that were stopped as duplicate, information, or out of area.
- Where the call outcome is "See & Treat" or "See & Convey" and Category 1,2,3 or 4.
- The scene postcode is within the East Bristol Liveable Neighbourhood scheme boundary.

The comparison period provided was April to October 2024 and 2025.

The trust advised:

"Response times can vary depending on a number of reasons, in particular a number of incidents have longer response times due to high demand. The amount of calls waiting in the queue, a high number of active calls or high demand at hospitals affecting the ability to handover patients."

Response times

Response Category	Ambulance Standards target	Before	After	Change	Change %
Category 1	00:07:00	00:05:03	00:05:14	+00:00:11	+4%
Category 2	00:18:00	00:28:13	00:24:32	-00:03:41	-13%
Category 3	02:00:00	01:49:32	01:47:46	-00:01:46	-2%
Category 4	03:00:00	01:27:39	02:05:37	+00:37:58	+43%

Number of calls

Response Category	Before	After
Category 1	140	125
Category 2	572	534
Category 3	234	245
Category 4	7	6

Police

Avon and Somerset Police provided the following statement on average response times, comparing response times across 1st March – 14th September between 2024 and 2025.

"The average immediate response time during 2024 was 6.2 minutes. The average for 2025 is 6.5 minutes so this has increased by .3 minutes (20 seconds difference). This is well within our service leadership agreement time. It is worth noting the close proximity of Kenneth Steele House which is where our response officers are based."

They also noted the importance of considering response times in the context of other observations made during engagement with BCC.

The information in this statement has been presented as a table below.

Before	After	Change	Change %
00:06:12	00:06:30	+00:00:18	+5%

Fire

Avon Fire & Rescue Service (AF&RS) provided information on the scheme's impact on emergency response services through the report titled "Formal Response to Bristol City Council's East Bristol Liveable Neighbourhood (EBLN) Trial", which didn't include average response time data. Instead, AF&RS:

"...elected to use the Routing View function of our mobilisation software. This is the routing that the software uses to decide which appliance would be quickest in attendance to any given incident location. Temple fire station was the quickest to each of the test locations, all the examples are routed from this site. Half of the locations target addresses were chosen due to their proximity to a closure as proximate tests, ideally on the far side of the closure to the station. The other half were selected randomly. The randomness achieved by having a Control and Comms operative, who were themselves unfamiliar with the zone's closures and one-way changes, point to locations of their uninfluenced choosing."

The results are summarised in the table below, presenting travel time in seconds from Temple Fire Station.

Destination address	Before	After	Increase	Increase %
1 Beaufort Road	293	346	53	18.1%
28 Beaconsfield Road	317	317	0	0.0%
2 Weston Avenue	297	341	44	14.8%
2 Barnes Street	262	294	32	12.2%
7 Old Fire Engine Garage	276	354	78	28.3%
17 Mildred street	294	294	0	0.0%
7 Church Street	238	270	32	13.4%
40 Kingsmarsh Way	185	185	0	0.0%
3 Goulter Street	267	281	14	5.2%
1 Glebe Road	316	360	44	13.9%
Average	**274.5**	**304.2**	**29.7**	**10.8%**

The report, "Formal Response to Bristol City Council's East Bristol Liveable Neighbourhood (EBLN) Trial", includes more tests and recommendation around how the trial scheme infrastructure impacts on emergency responses.

Appendix 3: Independent Production of the Report by SYSTRA Ltd.

SYSTRA has been commissioned to prepare this report in partnership with Bristol City Council. As noted at the beginning of the report SYSTRA have prepared this report based on analysis undertaken by another third party consultant. We assume all of that consultants data processing is correct as per the methodology provided to us.

SYSTRA is a global leader in mass transportation and mobility, employing over 7,000 global employees across 80 countries. SYSTRA has the unique advantage of being not only a Transport Consultancy, but also Social and Market Research Consultancy. Their team members have an in-depth understanding of both the transport sector and of social and market research techniques, providing expert support in monitoring and evaluation both direct to clients and also in a peer review capacity. They provide a wealth of experience in conducting both qualitative and quantitative transport research with stakeholders to help understand their priorities and to inform options for future investment and policy development.

Neither SYSTRA nor Bristol City Council can be held accountable for errors in the data provided by third parties, where these errors have not been identified through normal checking processes.