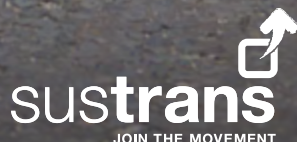




Bristol

# Walking and Cycling Index 2021



Published May 2022



# Foreword

## Our vision for walking, wheeling and cycling in Bristol



**Marvin Rees,**  
**Mayor of Bristol:**

Covid-19 has had a profound impact on our city. The pandemic has fundamentally changed how we move around accessing jobs, services, training, education and seeing our friends and family. Despite the pandemic, our walking and cycling network has shown itself to be an incredibly resilient part of our transport system, keeping the city moving at a time when our public transport services are facing significant financial and operational challenges.

Installing new protected cycle routes, pedestrianising the historic core of the city, removing through-traffic from the central area and opening up roads to pedestrians and people who cycle by closing them to motor traffic at the start and end of the school day, via the Bristol School Streets project, have been just some of the changes we have made to enable more people to walk or cycle instead of driving.

Just as important as the improvements we are making on our main roads is how we enable more people to walk or cycle in their local area. One thing Covid-19 did give us was an appreciation of what our streets could be like without the through-traffic. Our Liveable Neighbourhood pilot in East Bristol is an opportunity to show what we can achieve through meaningful engagement and

co-design, helping to green our streets, reduce the impact of traffic passing through and making it easier for people to make those local journeys to school, the shops or doctors by foot or cycle.

We've taken steps to ensure Bristol emerges from the pandemic in a more sustainable way, protecting public health and unlocking barriers to inclusive economic growth, with cleaner air and safe and reliable, sustainable transport options for all.

**Councillor Don Alexander,**  
**Cabinet member**  
**for Transport:**



We have taken bold and decisive action towards creating an inclusive transport system that provides realistic affordable alternatives to the car, but we know we need to do more. Our ambition is that by 2050, Bristol will be well connected with transport and digital services that are efficient, sustainable and inclusive; supporting vibrant local neighbourhoods and a thriving city centre.

Continuing to ensure that we have great quality infrastructure that makes walking and cycling the obvious choice for short journeys is critical. We need to give people the option to leave the car at home, to reduce our carbon emissions. Evidence tells us that giving pedestrians and people who cycle priority can also support the local economy by helping our citizens have improved access to education, employment and services.



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## The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking and cycling in urban areas in the UK and Ireland. This is the first year walking has been included.

It is delivered by Sustrans in collaboration with 18 cities and urban areas. Each city reports on the progress made towards making both walking and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the fourth report from Bristol produced in partnership with Bristol City Council. The data in this report comes from 2021 and includes local walking and cycling data, modelling and an independent survey of 1,292 residents aged 16 or above in Bristol. The survey was conducted from June to August 2021 following Covid-19 travel restrictions across the UK being lifted. Social research organisation NatCen conducted the survey which is representative of all residents, not just those who walk or cycle.

Across this report we have included comparisons to 2019 data where available.

Our thanks to the people of Bristol who took part in the survey and shared their stories with us.

More details on all Walking and Cycling Index reports can be found at [www.sustrans.org.uk/walkingcyclingindex](http://www.sustrans.org.uk/walkingcyclingindex)



## Defining wheeling

We recognise some people, for example wheelchair or mobility scooter users, identify with the term wheeling instead of walking. Therefore we use the terms walking and wheeling together and consider walking and wheeling to include the use of mobility aids and pushchairs.

All walking survey responses within this report include responses from people who wheel. However, please note for graph labels we use walking as a shorthand for walking and wheeling.

i. City is used as a shorthand for Walking and Cycling Index cities, city regions and boroughs.

# Report summary

## Bristol

### Population<sup>i</sup>

463,377

### Survey area

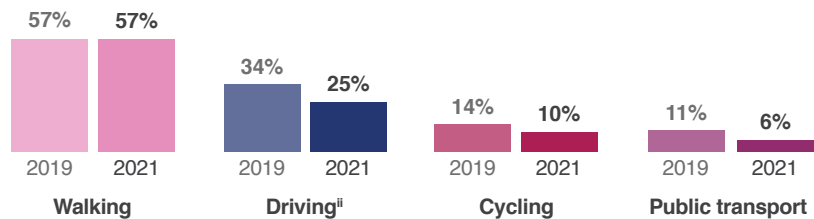


## The impact of the pandemic

The Covid-19 pandemic has had a huge impact on how, when and the amount we travel, especially in relation to public transport and driving.

Transport use during the coronavirus (Covid-19) pandemic, Department for Transport, June 2020.

### Residents who travel by the following modes five or more days a week in Bristol



Participation in walking, wheeling and cycling on a regular basis is about the same as in 2019.

**57%**  
of residents walk at least five days a week  
57% in 2019

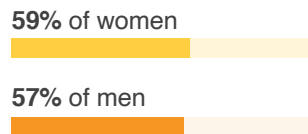
**28%**  
of residents cycle at least once a week  
28% in 2019

## Walking, wheeling and cycling participation is not equal

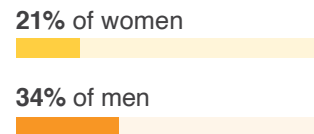
A similar proportion of women and men walk, but men cycle more than women.

The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

### Proportion of residents who walk at least five days a week



### Proportion of residents who cycle at least once a week



## Not all residents feel safe and welcome in their neighbourhood

### Proportion of residents who think walking safety is good



### Proportion of residents who think cycling safety is good



### Proportion of residents who feel welcome and comfortable walking or spending time on the streets of their neighbourhood



Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

i. NOMIS mid-year 2019 population estimates. This is the most recent available for Bristol.

ii. Travelling as driver or passenger of car, van or motorcycle. In 2019, questions did not include traveling by motorcycle.

## Everyone benefits when more people walk, wheel and cycle

Every year, walking and cycling in Bristol:

**+** Prevents

**916**

serious long-term health conditions



Creates

**£269.1 million**

in economic benefit for individuals and the region



Saves

**25,000 tonnes**

of greenhouse gas emissions

## Walking, wheeling and cycling help to tackle the climate emergency

Every day, walking and cycling in Bristol takes up to

**140,000 cars off the road<sup>iii</sup>**

However,

**58.7 million**

journeys up to three miles are driven in Bristol each year

If **80%** of these journeys were walked or cycled it could save approximately

**19,000 tonnes**

of greenhouse gas emissions<sup>iv</sup>

## Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending on:

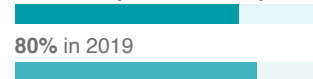
**55%** on walking



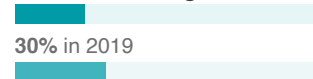
**61%** on cycling



**74%** on public transport



**23%** on driving



## This would help support more liveable neighbourhoods

Among Bristol residents:

**68%** support

**16%** oppose

more cycle tracks along roads, physically separated from traffic and pedestrians

**81%** support

**4%** oppose

the creation of more 20-minute neighbourhoods<sup>v</sup>

**66%** support

**14%** oppose

the creation of more low-traffic neighbourhoods

**65%** agree

**18%** disagree

increasing space for people socialising, walking and cycling on their local high street would improve their local area

**75%** agree

**7%** disagree

more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area

**42%** agree

**24%** disagree

closing streets outside local schools to cars during school drop-off and pick-up times would improve their local area

iii. Based on walking and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking trips.

iv. Based upon each journey being 1.5 miles in length. v. See definition on page 14.



# Walking in Bristol

Walking and wheeling participation, safety and satisfaction

## Walking and wheeling participation

Overall in Bristol the number of people walking and wheeling regularly (at least five days a week) has stayed the same since 2019.

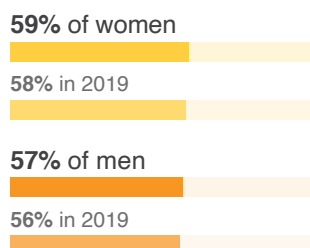
Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

**96%** of all residents walk 95% in 2019

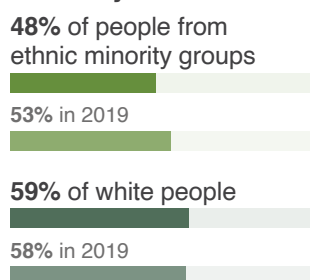
**57%** of residents walk at least five days a week 57% in 2019

### Proportion of residents who walk or wheel at least five days a week

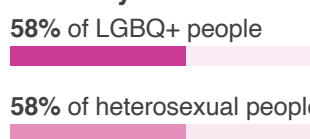
#### Gender<sup>i</sup>



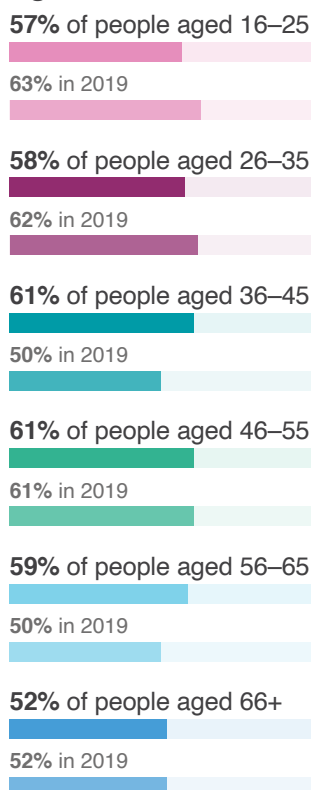
#### Ethnicity



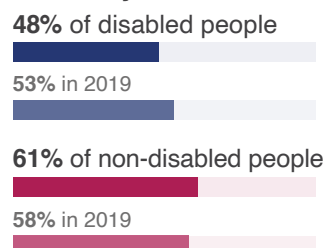
#### Sexuality



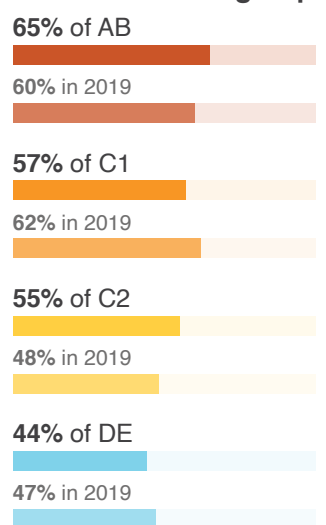
#### Age



#### Disability



#### Socio-economic group<sup>ii</sup>



i. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

ii. Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students, Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

## Walking and wheeling safety and satisfaction

Important differences exist in how safe people feel when walking or wheeling. Safety includes both road and personal safety.

**70%** of residents think the level of safety for walking is good

**48%** of residents think the level of safety for children walking is good

### Proportion of residents who think walking or wheeling safety in their local area is good

#### Gender

69% of women



72% of men



#### Ethnicity

77% of people from ethnic minority groups



70% of white people



#### Sexuality

59% of LGBTQ+ people



72% of heterosexual people



#### Age

63% of people aged 16–25



70% of people aged 26–35



73% of people aged 36–45



75% of people aged 46–55



75% of people aged 56–65



71% of people aged 66+



#### Disability

59% of disabled people



74% of non-disabled people



#### Socio-economic group

75% of AB



69% of C1



70% of C2



61% of DE



**72%** of residents think their local area overall is a good place to walk



### Gordon, Bristol Walking Alliance and Co-Chair Bristol Disability Equality Forum



I'd love to see a big improvement in the environment for pedestrians in Westbury-on-Trym, which would mean wider, better pavements, getting rid of obstructions and so on.

*We know that if something is improved for disabled accessibility, it generally improves things for everyone.*

Improving maintenance of footways and replacing cracked paving slabs removes trip hazards, and shifting sign posts to reduce the number of obstructions on the footway – there have to be better solutions.

I'd love to see Westbury village flourish, with a broader range of shops and services, but in order for that to happen we need to see less traffic cutting through. Creating more of a liveable village where people feel welcome.



# Cycling in Bristol

## Cycling participation, safety and satisfaction

### Cycling participation

Overall in Bristol the number of people cycling has stayed about the same since 2019. Despite a much larger potential, only **28%** of people cycle regularly.<sup>i</sup>

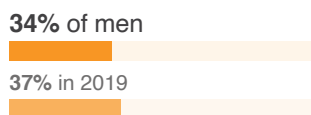
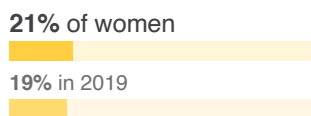
Cycling participation, however, is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.<sup>ii</sup> Encouragingly, perceptions of cycling safety have improved since 2019.

**49%**  
of all residents cycle  
46% in 2019

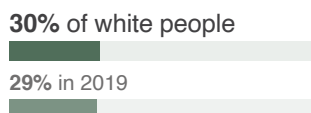
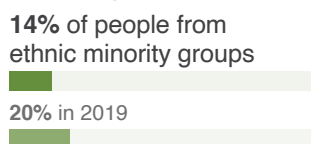
**28%**  
of all residents cycle at  
least once a week  
28% in 2019

### Proportion of residents who cycle at least once a week

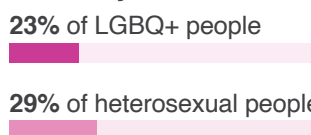
#### Gender



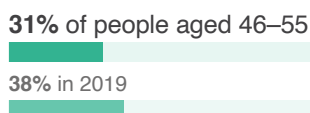
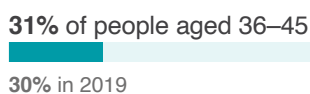
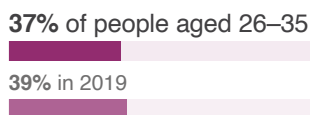
#### Ethnicity



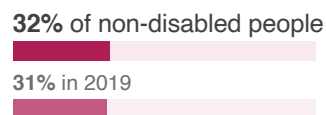
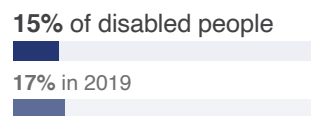
#### Sexuality



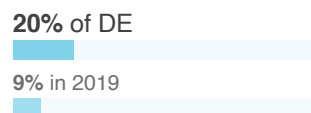
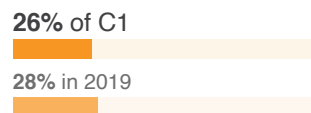
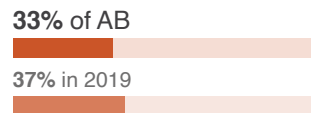
#### Age



#### Disability



#### Socio-economic group



i. Based on people who cycle at least once a week.  
ii. See Bike Life, 2019 Bristol report.



## Cycling safety and satisfaction

**37%**

of all residents think the level of safety for cycling in their local area is good

31% in 2019

**24%**

of all residents think the level of safety for children cycling is good

14% in 2019

**43%**

of all residents think their local area overall is a good place to cycle

44% in 2019

### Proportion of residents who think cycling safety in their local area is good

#### Gender

**35% of women**



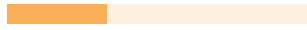
29% in 2019



**40% of men**



33% in 2019



#### Ethnicity

**42% of people from ethnic minority groups**



37% in 2019



**37% of white people**



30% in 2019

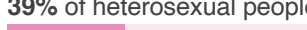


#### Sexuality

**32% of LGBTQ+ people**



39% of heterosexual people



#### Age

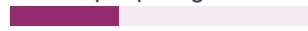
**38% of people aged 16–25**



45% in 2019



**36% of people aged 26–35**



29% in 2019



**42% of people aged 36–45**



33% in 2019



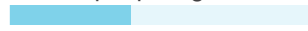
**38% of people aged 46–55**



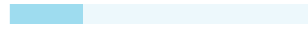
27% in 2019



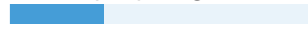
**40% of people aged 56–65**



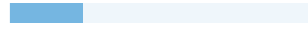
24% in 2019



**31% of people aged 66+**

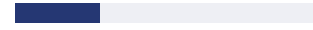


24% in 2019

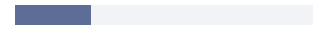


#### Disability

**28% of disabled people**



25% in 2019



**41% of non-disabled people**



33% in 2019



#### Socio-economic group

**37% of AB**



29% in 2019



**36% of C1**



31% in 2019



**32% of C2**



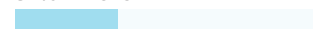
34% in 2019



**45% of DE**



34% in 2019



### Christine, returning cyclist



I hadn't cycled for nearly 30 years, but I got an e-bike to help with short trips to the allotment. I tried with a normal bike, but the hill on the way back was too much.

Now with the e-bike I can carry everything I need to – I even do the supermarket shop with it.

The car now mostly stays at home! When I got back on the bike, I had some training from Lifecycle UK, and it was great to know where to position myself in the road to make myself visible to other road users – it really helped with my confidence.



# Benefits of walking

Why everyone gains when more people walk or wheel

The large numbers of walking and wheeling trips in Bristol produce important health, economic and environmental benefits for everyone.

## Bristol residents walk or wheel 22 times around the world every day

### 191.1 million

walking and wheeling trips were made in Bristol in the past year, which adds up to

### 195.4 million miles

= 540,000 miles a day.

This equates to each resident spending

### 5 days

walking or wheeling continuously in the past year

### Annual walking and wheeling trips by purpose<sup>i</sup>

Enjoyment or fitness – adults and children (including running):  
**68,800,000**

36%

Destination – adults only (eg work, school, shopping):  
**109,400,000**

57%

School – children only:  
**12,900,000**

7%



## Walking and wheeling benefit residents and the local economy in the region

In Bristol, the net annual economic benefit for individuals and society from all walking and wheeling trips is

### £202.5 million

Of this total,

### £2.7 million

is from people with a car choosing to walk or wheel for transport in the past year.

### 5p

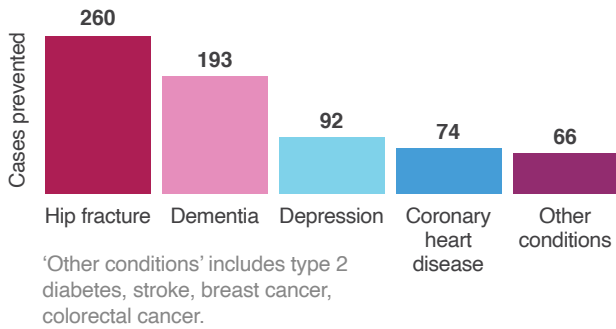
net benefit from each mile walked or wheeled instead of driven



These figures are based upon monetising the costs and benefits of driving and walking. This includes traveltime, vehicle operating costs, medical costs, workabsenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

## Walking and wheeling unlock health benefits for everyone

### Walking in Bristol prevents 684 serious long-term health conditions each year



### Saving the NHS in Bristol £4.6 million per year

equivalent to the cost of  
**150,000 GP appointments**

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Bristol the physical activity benefits of walking

### prevent 174 early deaths annually

which is valued at  
**£573 million<sup>ii</sup>**

Please note, wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

People walking and wheeling more instead of driving improves air quality, saving annually:

**41,000 kg of NO<sub>x</sub>**  
and  
**5,800 kg of particulates**  
(PM<sub>10</sub> and PM<sub>2.5</sub>)

**30%** of residents agree the air is clean in their local area



## Walking and wheeling in Bristol help mitigate our climate crisis

**15,000 tonnes**  
of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of

**35,000 people**  
taking flights

from Bristol to Tenerife



Transport now accounts for **27%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only **5%**, while overall emissions went down by **44%**.

Department for Business, Energy and Industrial Strategy, 2019 UK Greenhouse Gas Emissions, Final Figures.

## Walking and wheeling keep Bristol moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>iii</sup> This helps to keep Bristol moving for all road users.

**120,000 return walking trips**  
are made daily in Bristol by people that could have used a car.

<sup>iii</sup> Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

**346 miles**

equivalent to the distance from Bristol to Scotland.



ii. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of walking by estimating the value of reduced mortality resulting from specified amounts of walking.



# Benefits of cycling

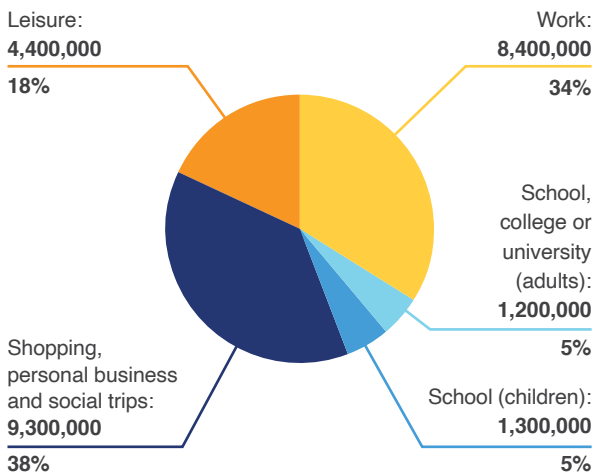
Why everyone gains when more people cycle

## Bristol residents cycle 9 times around the world every day

There has been a reduction in commuter trips since 2019 as more people work from home. However, cycling levels increased for leisure trips.

### Annual cycling trips by purpose in Bristol<sup>i</sup>

2021:  
**24.5 million trips**

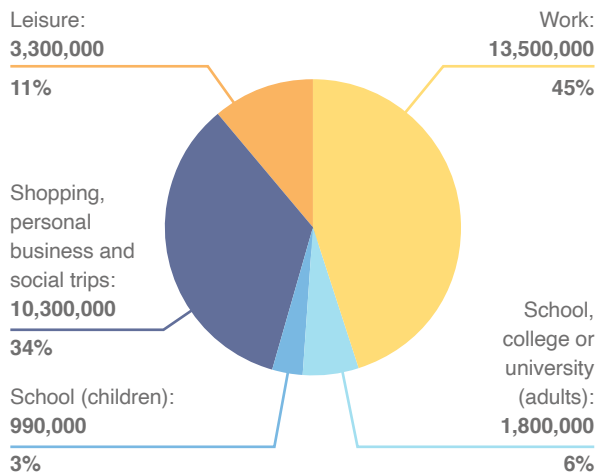


This adds up to

**86.3 million miles**

= 240,000 miles a day

2019:  
**29.9 million trips**



This adds up to

**94.7 million miles**

= 260,000 miles a day

## Cycling benefits residents and the local economy in the region

In Bristol, the net annual economic benefit for individuals and society from all cycling trips is

**£66.5 million**

£74.7 million in 2019

Of this total,

**£34.5 million**

£52.9 million in 2019

is from people with a car choosing to cycle for transport in the past year.

**94p**

net benefit from each mile cycled instead of driven

£1.04 in 2019



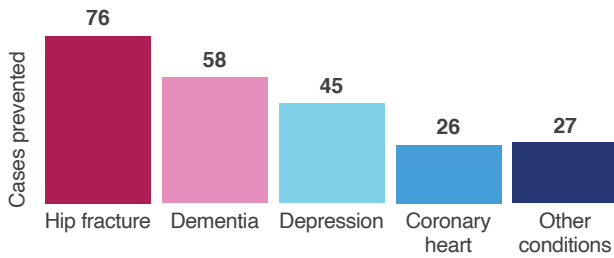
These figures are based upon monetising the costs and benefits of driving and cycling. This includes traveltime, vehicle operating costs, medical costs, workabsenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

<sup>i</sup> Leisure trips include adults and children (with and without adult accompaniment). Education trips are shown separately for adults and children. All other trips are just adults.

## Cycling unlocks health benefits for everyone

### Cycling in Bristol prevents 232 serious long-term health conditions each year

222 in 2019



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

### Saving the NHS in Bristol

**£1.6 million per year**

£1.5 million in 2019

50,000 in 2019



equivalent to the cost of

**52,000 GP appointments**

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Bristol the physical activity benefits of cycling

**prevent 23 early deaths annually**

26 in 2019

which is valued at

**£77.2 million<sup>ii</sup>**

£81 million in 2019

People cycling more instead of driving improves air quality, saving annually:

**19,000 kg of NO<sub>x</sub>**  
and

30,000 kg in 2019

**2,900 kg of particulates**  
(PM<sub>10</sub> and PM<sub>2.5</sub>)

4,100 kg in 2019

30% of residents agree the air is clean in their local area



## Cycling in Bristol helps mitigate our climate crisis

15,000 tonnes in 2019

**10,000 tonnes**

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of

35,000 people in 2019

**25,000 people taking flights**

from Bristol to Tenerife



Transport now accounts for **27%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only **5%**, while overall emissions went down by **44%**.

Department for Business, Energy and Industrial Strategy, 2019 UK Greenhouse Gas Emissions, Final Figures.

## Cycling keeps Bristol moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>iii</sup> This helps to keep Bristol moving for all road users.

28,000 in 2019

**20,000 return cycling trips**

are made daily in Bristol by people that could have used a car.

<sup>iii</sup> Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

**61 miles**

equivalent to the distance from Bristol to Dorchester.

82 miles in 2019



<sup>ii</sup> Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.



# Walking solutions

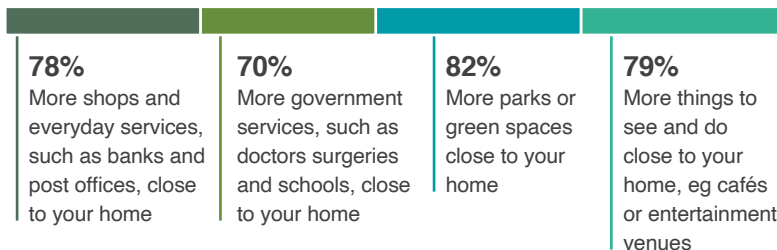
What would help make walking and wheeling better?

## Residents want more services and amenities within walking and wheeling distance

Ideally, walking should be the most attractive transport option for the vast majority of short journeys. A city can support this by ensuring many of the things people need are found near to where people live. The walking environment should be safe, comfortable, welcoming and attractive.

Neighbourhoods where many facilities can be reached on foot are known as 20-minute neighbourhoods. You can walk from your home to many of the things you need on a regular basis and back again within 20 minutes. This equates to around 800m each way.

### What percentage of residents would find more local amenities and services useful to help them walk or wheel more?



**62%**

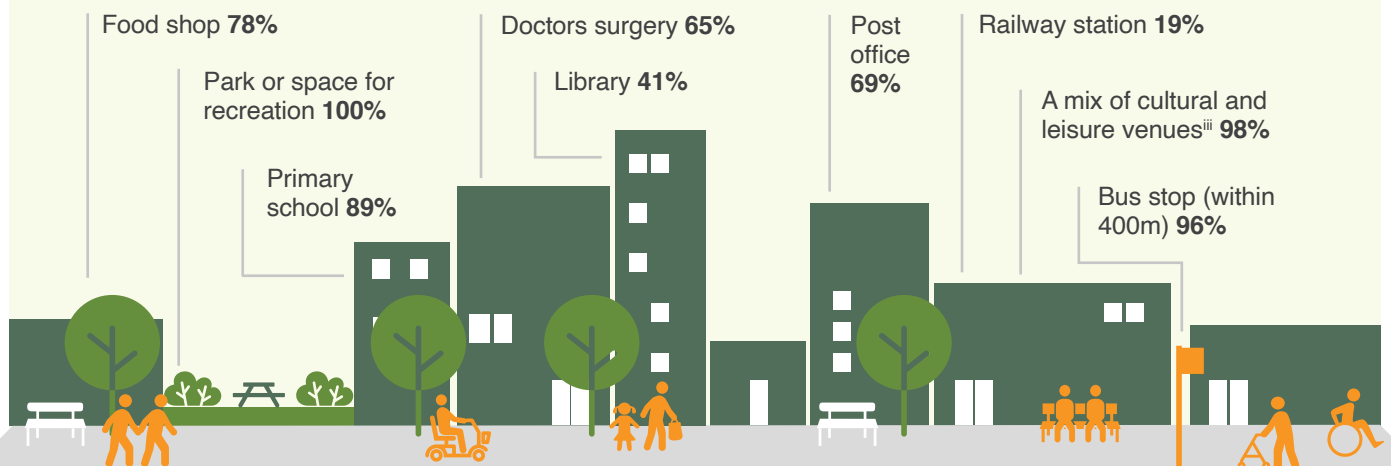
of Bristol households are in neighbourhoods of at least 40 dwellings per hectare. These are or can become 20-minute neighbourhoods.<sup>i</sup>

Lower density neighbourhoods have too few people to make much local business or public transport viable.<sup>ii</sup>

**63%**

agree they can easily get to many places they need to visit without having to drive

### Proportion of households within an 800m walk or wheel of the following amenities and services



i. Ministry of Housing, Communities and Local Government, 2021, National Model Design Code.

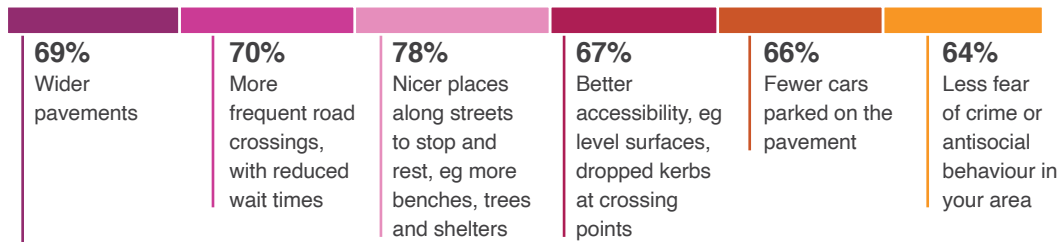
ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.

iii. A minimum of three distinct types of cultural and leisure venues, eg cafés, pubs, bingo halls, cinemas, museums.

## Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk in.

### What percentage of residents think that these changes would help them walk or wheel more?



In Bristol:

**60%** of A and B roads have a pavement width greater than 3m<sup>iv</sup>

**65%** of C and unclassified roads have a pavement width greater than 2m

**75%** of residents agree more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area



**Alina, Owner of Ministry of Beauty, Cotham Hill**



I didn't think the changes to Cotham Hill would benefit my business at all, but neither was I worried about the impact. My biggest fear was that clients would be complaining about the parking or not being able to get to us. But I've not had one bit of negative feedback from customers at all – everyone has been positive.

*What I didn't expect was new customers coming through the doors saying "I've never noticed you before, have you been here long?"*

They're amazed when I tell them that we've been here for nine years! I think it's because people are walking past, and they're noticing more. When they were driving they weren't paying attention to what they were passing by.

The restaurants and cafés have done a great job of building the terraces outside their businesses – making the space really lively.

I would like to see more planters, and some different signs – it could definitely look a bit nicer and a bit more presentable.

I'd love to see these changes made permanent – now there are fewer cars around, our windows are cleaner!

iv. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets. Pavement width does not account for obstructions, such as bus stops or litter bins.



# Cycling solutions

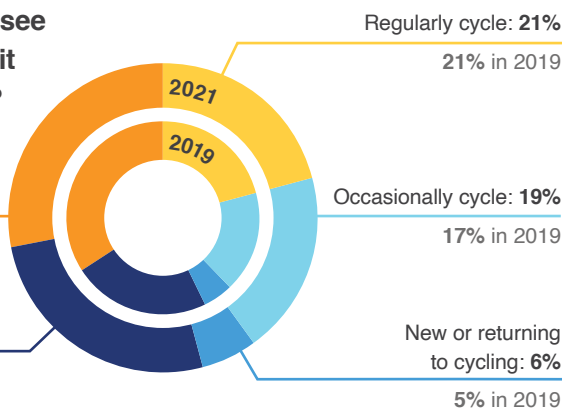
What would make cycling better?

## Many Bristol residents want to cycle

**How do residents see themselves when it comes to cycling?**

Do not cycle and do not want to: **28%**  
34% in 2019

Do not cycle but would like to: **26%**  
23% in 2019



**What proportion of residents said they 'do not cycle but would like to'?**

**28% of women** 25% in 2019

**45% of people from ethnic minority groups** 34% in 2019

**27% of disabled people** 22% in 2019

## Residents want improved cycling infrastructure

**What percentage of residents would be helped to cycle more by better facilities?**

**75%**  
More traffic-free cycle routes away from roads, eg through parks or along waterways  
84% in 2019

**75%**  
More cycle tracks along roads that are physically separated from traffic and pedestrians  
82% in 2019

**72%**  
More signposted local cycle routes along quieter streets  
77% in 2019

**67%**  
Better links with public transport (eg secure cycle parking at train stations)  
69% in 2019

There are **584** cycle parking spaces across all **12** railway stations<sup>i</sup> in Bristol 552 in 2019

Bristol has<sup>ii</sup>:

**52 miles**  
of traffic-free cycle routes away from the road  
49 miles in 2019

**12 miles**  
of cycle tracks physically separated from traffic and pedestrians<sup>iii</sup>  
12 miles in 2019

**19%**  
of households are within 125m of these routes  
18% in 2019

**68%**  
of residents support building more cycle tracks physically separated from traffic and pedestrians, even when this would mean less room for other road traffic  
70% in 2019

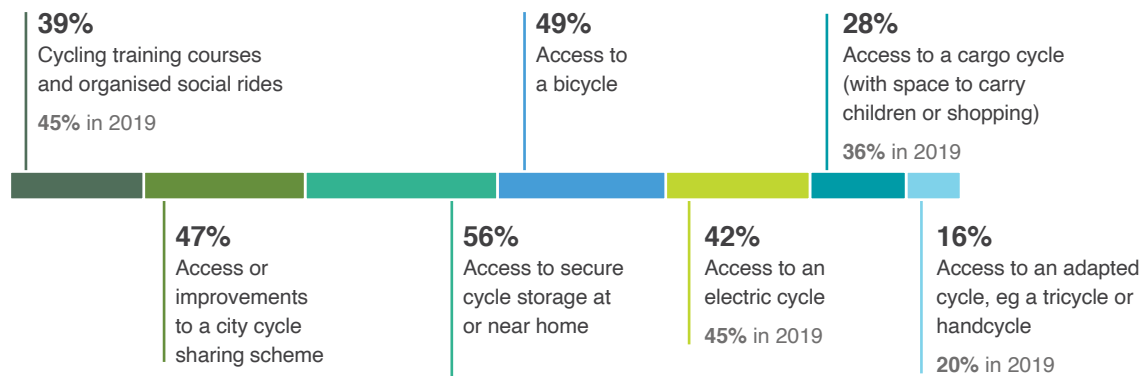


i. Includes 456 spaces at Bristol Temple Meads, which are temporarily outside the station and available to all, not just to rail passengers. ii. To ensure comparability, figures given are correct as of 26 May 2021 for all city reports. iii. This does not include 'pop-up' cycle tracks installed during the pandemic.



## Residents want more support to cycle

### What percentage of residents think that these kinds of support would help them cycle more?



#### Public cycle parking

There is a public cycle parking space for every **27** people who cycle in Bristol.  
26 in 2019



#### Reported cycle thefts

There were **1,587** reported cycle thefts in Bristol in 2020/21.  
1,530 in 2019/20

For every **155** people who own an adult cycle in Bristol, there was **1** reported cycle theft in the past year.

#### Cycle access

**65%** of residents have access to an adult pedal cycle  
61% in 2019

**49%** of households are within 800m of a cycle shop<sup>iv</sup>



### Rebecca Thorpe, Emergency Medicine Consultant, Clinical Lead, Bristol Royal Infirmary Emergency Department and mum



I have been cycling to work for many years now. I live in Redland with my husband and three children and I work as Clinical Lead at Accident & Emergency at Bristol Royal Infirmary (BRI). I drop the children to school, they go on their scooters whilst I cycle, and then I head down Whiteladies Road to the hospital to start my shift.

Cycling allows me to get to work quickly – and when working in the A&E department every minute counts.

The new temporary cycle lanes have made my journey quicker and safer. I don't feel threatened anymore and I have space on the road to cycle. I really hope they make them permanent.

The other day someone opened their car door and without the protection and width of the cycle lane, he would have hit me. Having the dedicated space on the road for cyclists allows cars and cycles to co-exist safely.

iv. Credit to the Association of Cycle Traders (ACT) and Cycling UK for their assistance with cycle shop locations and services offered.



# Neighbourhood solutions

What would help make neighbourhoods better?

## All residents should feel welcome in their neighbourhood

Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

72% of residents



70% of women



73% of people from ethnic minority groups



76% of men



73% of white people



58% of disabled people



65% of LGBTQ+ people



60% of socio-economic group DE



78% of non-disabled people



74% of heterosexual people



80% of socio-economic group AB



## The dominance of motor vehicles can discourage walking, wheeling and cycling

Only **19%** of residents think that their streets are not dominated by moving or parked motor vehicles.

Residents would find fewer motor vehicles on their streets useful to:

68% Walk more



67% Cycle more



66% in 2019

Unclassified roads are not designed to carry through-traffic, but in Bristol **31%** of their total length has nothing to prevent it. This can result in rat-running.<sup>i</sup>

**50%** agree that restricting through-traffic on local residential streets would make their area a better place.

54% in 2019

**80%** of Bristol's streets have 20mph speed limits.<sup>ii</sup>

81% in 2019

Residents would find more streets with 20mph speed limits useful to:

50% Walk more



53% Cycle more



51% in 2019

## Residents want local streets to be better spaces for people to spend time in

73% in 2019

**65%** agree increasing space for people socialising, walking and cycling on their local high street would improve their local area

**52%** agree they regularly chat to their neighbours, more than just to say hello

**66%** support low-traffic neighbourhoods

i. Based on analysis by CycleStreets [www.lowtrafficeighbourhoods.org](http://www.lowtrafficeighbourhoods.org).

Unclassified roads are all public roads that are neither motorways, A, B nor C roads.

ii. Excludes motorways.



### Lindsey (with Luna and Skylar), parent at Redfield Educate Together

Our street was chosen recently to have a School Street trial, and honestly it's been brilliant! It's a busy road because it's so long – with people walking and cycling into town avoiding the busy polluted A420. Plus we've got two schools really close together.

When the council said we were going to be part of the trial we were so pleased! Now we can cross the road really easily and it's become a people-friendly space – there's a much better feel to the street.

The absolute ideal would be a liveable neighbourhood so that all the streets in this area were just for access. The kids could play outside more, there's more space for people and there's cleaner air.

I feel we need to be a bit braver in our decisions and would love a brave decision to be made to turn this into a liveable neighbourhood – because until we do, it's still all too easy for people to drive to work in their cars.

## Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive: to grow up in, live their lives in and grow old in. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

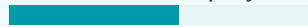
If we design neighbourhoods with children in mind they will then work better for everyone else too.

### 11 years old

average age when people living with children would let them walk or cycle independently in their neighbourhood.

Over **80%** of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school (parents' responses).<sup>iii</sup>

**56%** of residents agree there is space for children to socialise and play



**81%** of households are within 800m of a children's playground



Among Bristol residents:

**42%** agree



51% agree in 2019

**24%** disagree



24% disagree in 2019

closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

These kind of closures are known as 'School Streets'.

**2**

permanent School Streets schemes exist in Bristol<sup>iv</sup>



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015. iv. Figure given is correct as of 14 March 2022. There are trial schemes in place but these have not been included for Walking and Cycling Index.



# Developing Bristol

Recent walking, wheeling, cycling and neighbourhood changes

Our vision is that the West of England walking and cycling network is the most coherent, accessible and comprehensive in the UK.

The Covid-19 pandemic has accelerated a shift to walking and cycling in Bristol, and has accelerated delivery too. We took emergency measures in 2020 at the peak of the pandemic to protect the public and support businesses.

Measures such as the closure of Bristol Bridge, the pedestrianisation of the Old City and Cotham Hill to name but a few are intended to be made permanent to lock in the benefits of fewer vehicles, better air quality and more people walking and cycling.

We know that climate change poses a significant threat to the health, wellbeing and livelihoods of residents of Bristol, and we require rapid, far-reaching and unprecedented changes in all aspects of society to avoid these impacts.

This is especially true for the transport sector which, at 32%, is the largest single source of carbon emissions in the South West. Transport carbon emissions in the West of England are predicted to rise by a further 22% by 2036 – we can't afford not to act.

Which is why we've been working hard with regional partners on our Local Cycling and Walking Infrastructure Plan (LCWIP) which sets out our ambitions for investment through to 2036.

The LCWIP identifies the need for over £400 million investment in the walking and cycling network to 2036, but is only the first step in the journey. We want walking and cycling to be the preferred ways of travelling for shorter journeys or as part of a longer journey for everyone living, working or studying in or visiting the West of England.

The West of England Combined Authority also committed £10million in August 2020 to new walking and cycling infrastructure to kick-start our ambitions for the region.

“““

The transport sector, at 32%, is the largest single source of carbon emissions in the South West. Transport carbon emissions in West of England transport CO<sub>2</sub> are predicted to rise by a further 22% by 2036 – we can't afford not to act.



## Bristol School Streets

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Teachers from Redfield Educate Together regularly steward the trial closures outside the school – ensuring any residents are able to access their properties, and blue badge holders can still drop children at school. They are one of the latest schools to be included in Bristol School Streets programme.

### **Imrana Bashir, Family Support Lead, Redfield Educate Together:**

“The reaction from parents has been really positive to the School Street – there’s a general recognition that there needed to be a change to make it safer to walk to school. Parents are now able to let their children run ahead without pulling them back. We’ve noticed too that the children are in a better mood when they get into the classroom, they’re more likely to see friends on the way in which eases them into their day, and parents are more likely to speak to each other too and friendships develop from that.

I’ve noticed a difference in myself when I walk into school, just having that extra time with some music gets rid of those morning anxieties. When I drive it’s always a rush - always leaving at the last minute which sets me up badly for the day.”



## Upper Maudlin Street, Marlborough Street and Park Row

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As a result of the Covid-19 pandemic, new protected bike lanes were introduced along Bristol’s inner ring road between the Clifton Triangle and St. James Barton roundabout. Passing the Bristol Royal Infirmary and Children’s Hospital, the lanes were installed to help key workers to get to their workplaces safely. Traffic capacity has been reduced, with a lane of traffic removed in each direction along much of the route.

The new protected bike lanes are part of city-wide transformative measures that create a more connected future for everyone with cleaner air and safer, improved walking and cycling routes

Upper Maudlin Street is one of the most polluted roads in the city with air quality regularly breaching the legal limits. Reducing motor traffic capacity and enabling cycling by providing a safe environment is a key way to help the city reach its clean air, as well as climate goals.



# Looking forward

Better streets and places for everyone

We have great ambitions for the future of transport in Bristol, and enabling more people to walk and cycle for everyday journeys will be instrumental in our ability to meet our climate targets.

We need to reduce vehicle mileage across the city by up to 40% on pre-pandemic levels by 2030 to reach net-zero carbon emissions.<sup>i</sup>

The City Region Sustainable Transport Settlement (CRSTS) – a £530 million investment programme over the next five years will have a transformative impact across the region. The CRSTS will enable many of our Local Cycling and Walking Infrastructure Plan priorities to be completed in tandem with public transport investment. There will be a particular focus on some of our main arterial roads, as well as commencing the delivery of Liveable Neighbourhoods in Bristol.



We need to reduce vehicle mileage across the city by 2030 by up to 40% on pre-pandemic levels to reach net-zero carbon emissions.

## Councillor Kye Dudd, Cabinet Member for Climate, Ecology, Energy and Waste



The climate and ecological emergencies we face may be global in scope, but Bristol stands at the forefront of demonstrating how to tackle them at a city scale.

Our One City approach means we will work together to enable citizens to make the changes to their lives that can reduce our impact on the environment that add up to big differences for the planet.

Cleaning up our transport network – the biggest source of emissions nationally and locally – and enabling more cycling and walking journeys will be a critical element of that response as the city as a whole moves towards carbon neutrality and climate resilience by 2030.



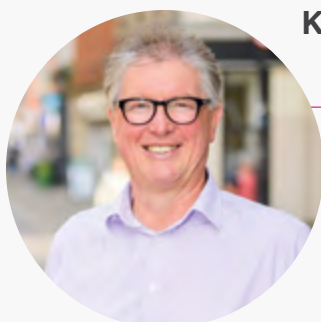
### Councillor Asher Craig, Deputy Mayor with responsibility for Children’s Services, Education and Equalities

Only by listening to the voices of our citizens, can we truly create a city shaped by them that offers opportunity for all.

Our Citizens’ Assembly offered an opportunity to listen to differing opinions on how the city’s recovery and renewal should look and demonstrated the appetite for radical change among citizens.

More than 90 per cent expressed support for fundamentally reimagining the places we live so they are people-centred, healthy places where communities can thrive with less traffic and congestion.

There are significant inequalities in Bristol that improving accessibility of walking and cycling can help to overcome, giving people access to employment and skills whilst improving their health and wellbeing.



### Keith Rundle, Director City Centre Business Improvement District

Bristol’s medieval core was pedestrianised as an emergency response during the Covid-19 pandemic. A bus gate was also installed on Bristol Bridge, restricting the traffic that could use Baldwin Street to cross the city centre to buses, taxis and cycles.

There’s been a sense that we’ve been learning as we go, through some rapid changes over the past two years. Things have had to change quickly, not just because of Covid-19, but the climate emergency and air quality too.

We are seeing businesses adapt to their staff wanting to walk or cycle to work; there is competition for covered cycle parking and some businesses have sought space in neighbouring buildings to meet demand. We also need to remember that not everyone can walk or cycle every day.

The Old City will take more time to adapt to this new normal – and we’re not sure what the future holds for offices and hospitality with fewer people likely to be in offices five days per week.

What’s crucial is that the Old City is helped to develop into a place that people want to spend time in as it benefits from less traffic, and we’re excited about the future.

There’s a huge amount of development in the city centre at Temple Meads, in Redcliffe, and at St. Mary le Port – so developers and investors recognise Bristol as a buoyant, thriving city.

## Notes on methodology:

The attitudinal survey was conducted from June to August 2021 by independent social research organisation NatCen.

The survey is representative of all Bristol residents, not just those who walk or cycle.

2019 survey data was collected from April to July 2019, also by NatCen, following the same methodology.

All other data is sourced from our city partners, national data sets or modelled and calculated by Sustrans.

Trip estimates use a model developed by Sustrans. When comparing to other travel surveys, some variation may exist in the proportion of journeys cycled by journey purpose.

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number. Rounding is avoided where this may cause confusion, for example with modelled estimates shown in the summary and benefits sections.

More information and a detailed methodology are available at [www.sustrans.org.uk/walkingcyclingindex](http://www.sustrans.org.uk/walkingcyclingindex)

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk)

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