

Bristol

Walking and Cycling Index 2023



Published March 2024

Foreword

Our vision for walking, wheeling and cycling in Bristol



Walking, wheeling and cycling are travel options that simultaneously provide physical health benefits for residents and help deliver a more sustainable present

and future for our city. Bristol's active travel network is a resilient part of our transport system. It keeps people moving through reliable alternatives to driving as we continue to influence behaviour change, improve our air quality and public health, and unlock barriers to inclusive economic growth.

My administration continues working to diversify Bristol's travel options, helping make active travel methods an easier choice for suitable journeys, while pushing towards the mass transit system that Bristolians deserve. This includes transforming our historic city into a safer space for pedestrians, improving cycle routes and providing the infrastructure that makes walking and cycling safer and more appealing.

The result has been some amazing changes to our city that we can all be proud of. Free active travel offers, new cycle hangars,

pedestrianisation of key high streets, and brilliant new segregated cycle paths on key travel routes are all important. Meanwhile, we have opened Bristol's first new train station in almost a century at Portway Park & Ride, with work underway at Ashley Down and more stations coming across our city. 2023 also saw the reopening of ageing infrastructure including Gaol Ferry Bridge and Redcliffe Bridge, and the start of crucial restoration work on other bridges along the New Cut and beyond.

It's great to see the impact these changes are having already, but we know there's still more work to be done. We will continue to develop a city that is well connected, ensuring that we have great quality infrastructure that makes walking and cycling the obvious choice for shorter journeys, and progress towards a mass transit system for Bristol.

Marvin Rees OBE, Mayor of Bristol

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The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking, wheeling and cycling in urban areas in the UK and Ireland.

It is delivered by Sustrans in collaboration with 23 cities and urban areas. Each city reports on the progress made towards making walking, wheeling and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the fifth report from Bristol produced in partnership with Bristol City Council. The data in this report comes from 2023 and includes local walking, wheeling and cycling data, modelling and an independent survey of 1,211 residents aged 16 or above in Bristol. The survey was conducted from March to June 2023. Social research organisation NatCen conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle.

Across this report we have included comparisons to 2021 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 reports can be found at www.sustrans.org.uk/walking-cycling-index. For more data, including 2019 figures where available, see the [Index Data Tool](#).



Defining wheeling

We recognise that some people who use wheeled mobility aids, for example a wheelchair or a mobility scooter, may not identify with the term walking and may prefer to use the term wheeling. We use the terms walking and wheeling together to ensure we are as inclusive as possible.

Headlines

Bristol

Populationⁱ

472,420

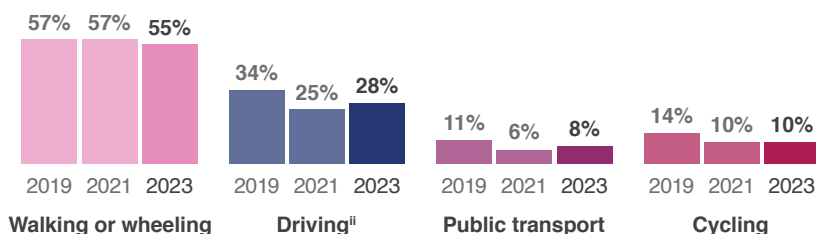
Survey area



The impact of the pandemic

The Covid-19 pandemic had a big impact on travel. In 2021 whilst most restrictions had been lifted, many people were taking fewer journeys and working from home.

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 has stayed about the same since 2021.

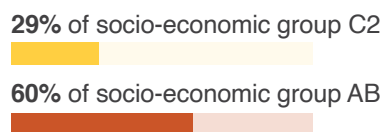
55%
of residents walk or wheel at least five days a week
57% in 2021

28%
of residents cycle at least once a week
28% in 2021

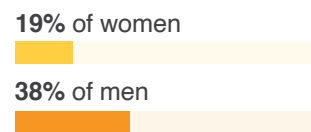
Walking, wheeling and cycling participation is not equal

Residents' travel choices and their perceptions of walking, wheeling and cycling sometimes vary widely between different groups.

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

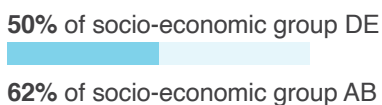


Proportion of residents who cycle at least once a weekⁱⁱⁱ



Not all residents feel safe and welcome in their neighbourhood

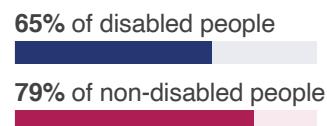
Proportion of residents who think walking or wheeling safety is good



Proportion of residents who think cycling safety is good



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

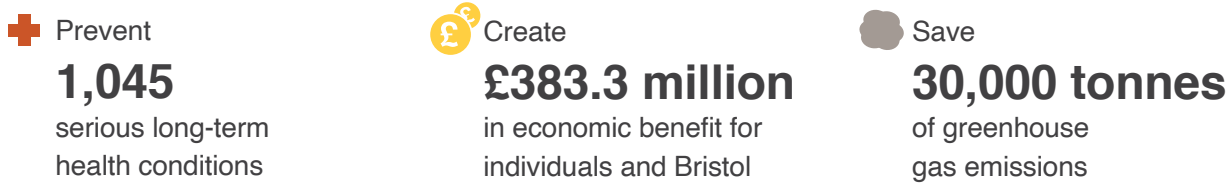


Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

i. ONS Census 2021. 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. iii. 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.

Everyone benefits when more people walk, wheel and cycle

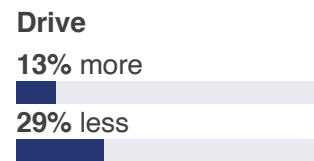
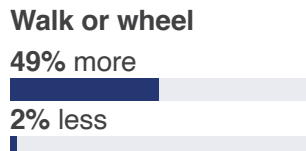
Every day, walking, wheeling and cycling in Bristol take up to **150,000** cars off the road^{iv}. Each year in Bristol these three modes combined:



Residents want to walk, wheel and cycle more and drive less

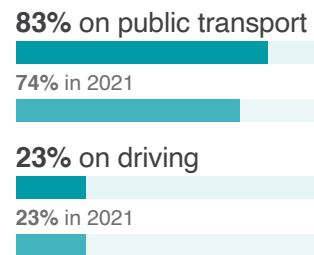
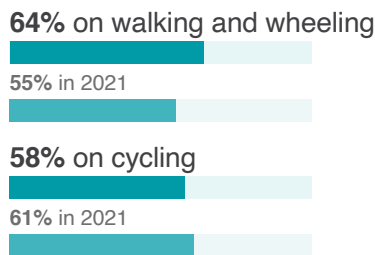
Percentage of residents who would like to use different types of transport more or less in the future:

29% of residents want to drive less, yet 38% of residents often use a car because no other transport options are available.



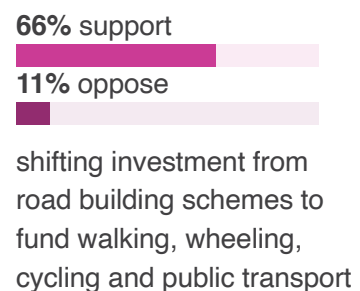
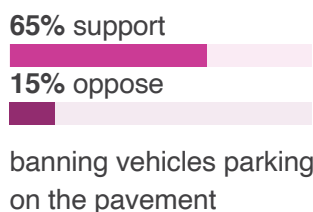
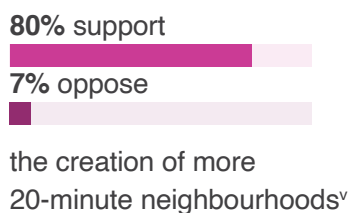
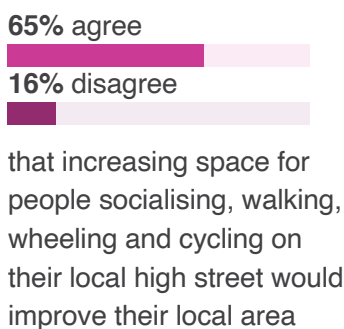
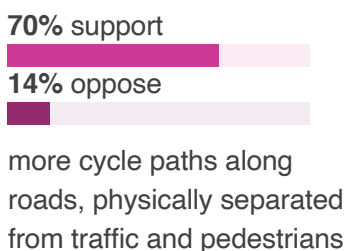
Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending in their local area:



Increased funding would help support more liveable neighbourhoods

Among Bristol residents:



iv. Based on walking, wheeling and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking or wheeling trips.
v. See definition on page 14. vi. For definition see [Methodology document](#).



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 about the same since 2021.

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.

95%
of all residents walk or wheel

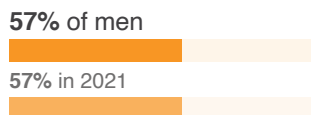
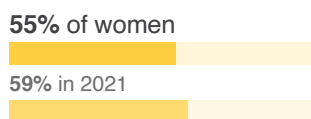
96%
in 2021

55%
of residents walk or wheel
at least five days a week

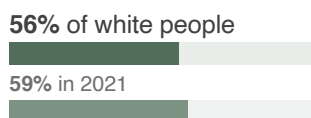
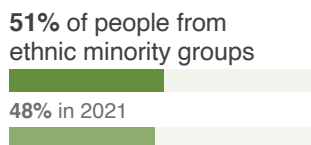
57%
in 2021

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

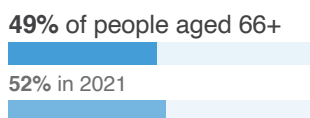
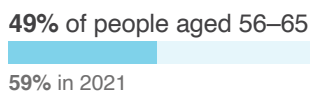
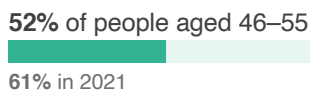
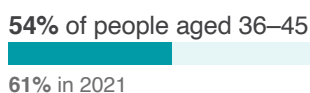
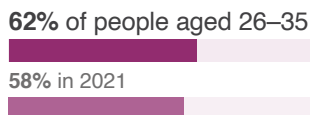
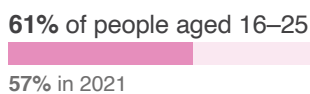
Genderⁱ and sexuality



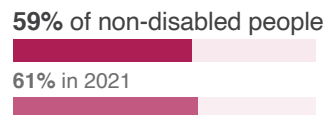
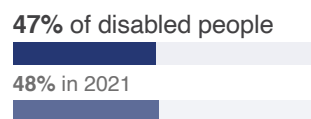
Ethnicity



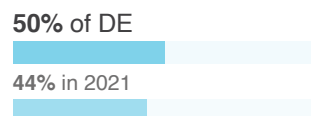
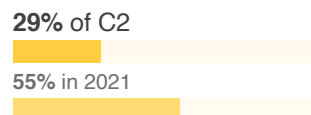
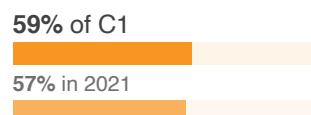
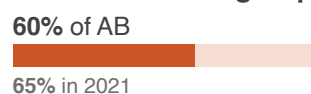
Age



Disability



Socio-economic groupⁱⁱ



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

62%

of residents think the level of safety for walking or wheeling is good

70% in 2021

42%

of residents think the level of safety for children walking or wheeling is good

48% in 2021

67%

of residents think their local area overall is a good place to walk or wheel

72% in 2021

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

Gender and sexuality

62% of women



69% in 2021



62% of men



72% in 2021



68% of LGBTQ+ people



61% of non-LGBTQ+ people



Ethnicity

62% of people from ethnic minority groups



77% in 2021



62% of white people



70% in 2021



Age

63% of people aged 16–25



63% in 2021



65% of people aged 26–35



70% in 2021



63% of people aged 36–45



73% in 2021



62% of people aged 46–55



75% in 2021



51% of people aged 56–65



75% in 2021



57% of people aged 66+



71% in 2021



Disability

59% of disabled people



59% in 2021



63% of non-disabled people



74% in 2021



Socio-economic group

62% of AB



75% in 2021



67% of C1



69% in 2021



55% of C2



70% in 2021



50% of DE



61% in 2021



Steve, Bristol Walking Alliance and Bristol Sight Loss Council



I savour every opportunity to walk in Bristol's beautiful parks, usually walking with a sighted guide who helps me navigate the open spaces while describing the natural world to me.

As a visually impaired person it is often a challenge for me to walk around the city independently.

The introduction of e-scooters has created more unexpected obstacles for me to have to negotiate. This could easily be solved by creating clearly marked scooter parking spaces, ideally on the roadway.



Cycling in Bristol

Cycling participation, safety and satisfaction

Cycling participation

Overall in Bristol the number of people cycling has stayed about the same since 2021. Despite a much larger potential for cycling, only **28%** of people cycle regularly.ⁱ

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.ⁱⁱ Perceptions of cycling safety have stayed about the same since 2021.

47%

of all residents cycle

49%
in 2021

28%

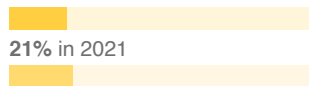
of all residents cycle at least once a week

28%
in 2021

Proportion of residents who cycle at least once a week

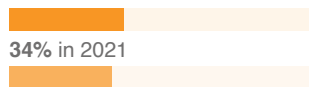
Gender and sexuality

19% of women



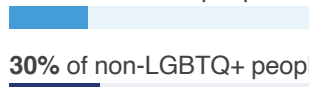
21% in 2021

38% of men

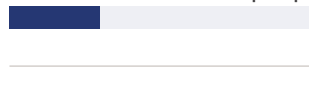


34% in 2021

26% of LGBTQ+ people

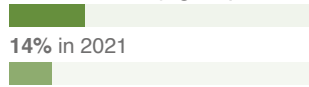


30% of non-LGBTQ+ people



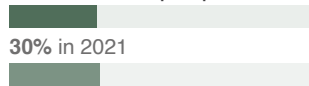
Ethnicity

25% of people from ethnic minority groups



14% in 2021

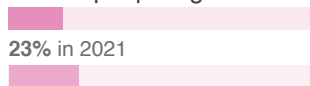
29% of white people



30% in 2021

Age

18% of people aged 16–25



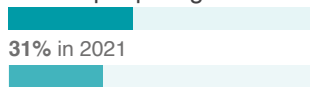
23% in 2021

34% of people aged 26–35



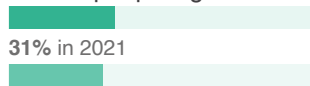
37% in 2021

41% of people aged 36–45



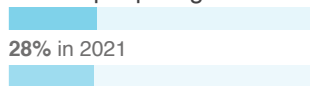
31% in 2021

35% of people aged 46–55



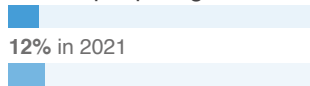
31% in 2021

29% of people aged 56–65



28% in 2021

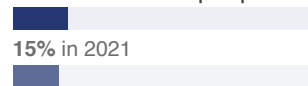
10% of people aged 66+



12% in 2021

Disability

18% of disabled people



15% in 2021

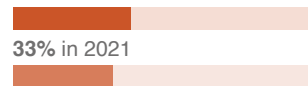
32% of non-disabled people



32% in 2021

Socio-economic group

39% of AB



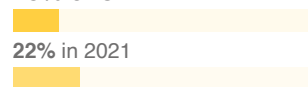
33% in 2021

24% of C1



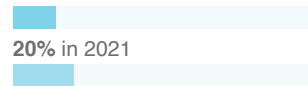
26% in 2021

15% of C2



22% in 2021

14% of DE



20% in 2021

i. Based on people who cycle at least once a week.

ii. See Bike Life 2019 Bristol report.

Cycling safety and satisfaction

36%

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

37% in 2021

27%

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

24% in 2021

42%

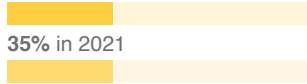
of all residents think their local area overall is a good place to cycle

43% in 2021

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

Gender and sexuality

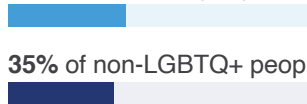
35% of women



37% of men



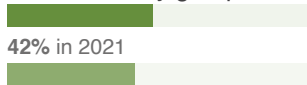
39% of LGBTQ+ people



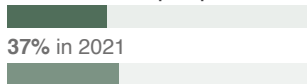
35% of non-LGBTQ+ people

Ethnicity

48% of people from ethnic minority groups

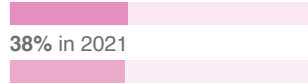


33% of white people

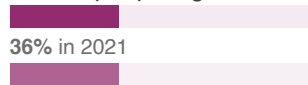


Age

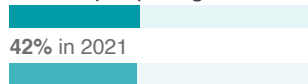
39% of people aged 16–25



36% of people aged 26–35



43% of people aged 36–45



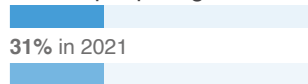
38% of people aged 46–55



26% of people aged 56–65



31% of people aged 66+

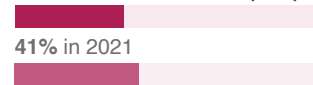


Disability

36% of disabled people



36% of non-disabled people

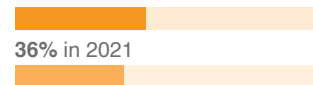


Socio-economic group

35% of AB



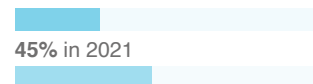
43% of C1



24% of C2



28% of DE



Alexandra, University Hospitals Bristol and Weston NHS Foundation Trust



I used to cycle a lot when I was younger but after being diagnosed with leukaemia, and numerous complications since, I lost a lot of strength and mobility. I'd been talking about getting an e-bike for years and finally bought one.

My e-bike allows me to make journeys I wouldn't attempt on a standard bicycle, and I now cycle to work, as well as to visit friends and family.

I enjoy cycling as a way of incorporating exercise into my day, although I do worry about safety and pollution. I wish there was more infrastructure solely dedicated to cycling and walking.



Benefits of walking

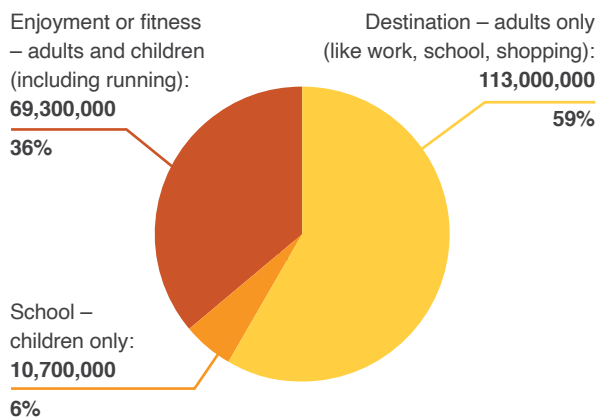
Why everyone gains when more people walk or wheel

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

There has been an increase in trips by adults to destinations such as schools, workplaces and shopping areas but a decrease in walking and wheeling by children for school.

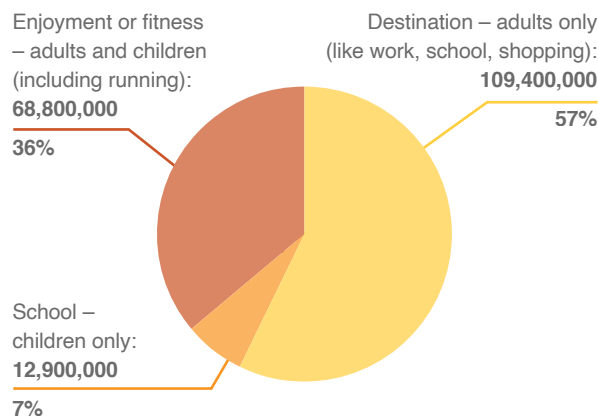
Annual walking and wheeling trips by purposeⁱ

2023:
192.9 million trips



This adds up to
197.6 million miles
= 540,000 miles a day

2021:
191.1 million trips



This adds up to
195.4 million miles
= 540,000 miles a day

Walking and wheeling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and walking. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

5p
in 2021

50p is savedⁱⁱ
for each mile walked or wheeled
instead of driven in Bristol

Over a year this adds up to

£27.1 million

from adults with a car in their household
walking or wheeling to work, school
and other destinations.

£2.7
million
in 2021

The total annual economic benefit from
all trips walked and wheeled in Bristol is

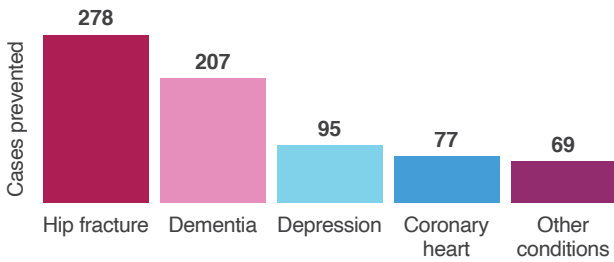
£252 millionⁱⁱⁱ

£202.5
million
in 2021

i. Trips for enjoyment or fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only. ii. Benefits have increased significantly, mainly because of increased costs of driving and greater traffic congestion. iii. This includes trips walked or wheeled for enjoyment or fitness, and trips to destinations by people with and without a car.

Walking and wheeling unlocks health benefits for everyone

684 in 2021 **Walking in Bristol prevents 726 serious long-term health conditions each year**



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

Saving the NHS in Bristol

£4.6 million in 2021 **£9.3 million per year**
 equivalent to the cost of **230,000 GP appointments**
 150,000 in 2021

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 188 early deaths annually

174 in 2021

which is valued at

£681 million^{iv}

£573 million in 2021

Please note wheelchair or 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:

36,000 kg of NO_x
and

41,000 kg in 2021

5,200 kg of particulates
(PM₁₀ and PM_{2.5})

5,800 kg in 2021

33% of residents agree the air is clean in their local area

30% in 2021



Walking and wheeling in Bristol helps mitigate our climate crisis

15,000 tonnes in 2021 **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 in 2021 **36,000 people taking flights** from Bristol to Tenerife

In 2021 transport accounted for **26%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Department for Business, Energy and Industrial Strategy, 2021 UK Greenhouse Gas Emissions, Final Figures

Walking and wheeling keeps Bristol moving

Studies show walking or cycling frees up road space in comparison to driving.^v This helps to keep Bristol moving for all road users.

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

356 miles

equivalent to the distance from Bristol to Scotland.

346 miles in 2021

120,000 in 2021 **120,000 return walking and wheeling trips** are made daily in Bristol by people that could have used a car.

v. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.



iv. 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

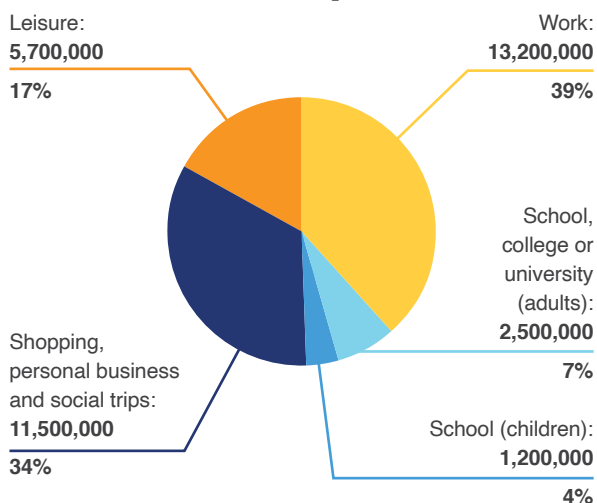
Why everyone gains when more people cycle

Bristol residents cycle 14 times around the world every day

Since 2021 there has been an increase in all types of trips except children cycling to school.

Annual cycling trips by purpose in Bristolⁱ

2023:
34.1 million trips

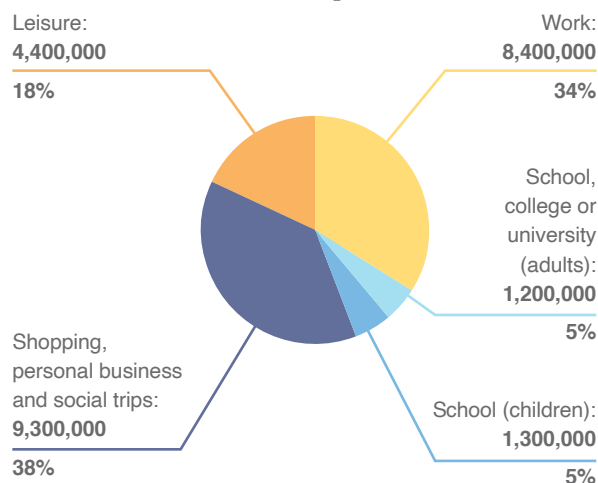


This adds up to

125.2 million miles

= 340,000 miles a day

2021:
24.5 million trips



This adds up to

86.3 million miles

= 240,000 miles a day

Cycling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and cycling. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

£1.44 is saved

for each mile cycled instead of driven in Bristol.

Over a year this adds up to

£78.8 million

from adults with a car in their household cycling to work, school and other destinations.

£34.5 million in 2021

The total annual economic benefit from all trips cycled in Bristol is

£131.3 millionⁱⁱ

£66.5 million in 2021

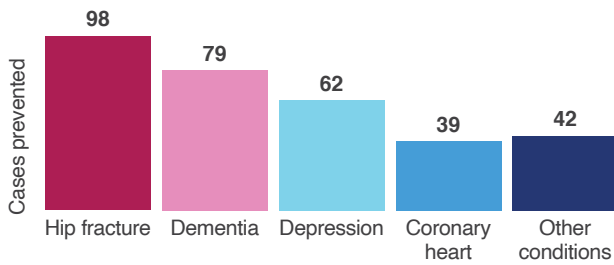
i. Leisure trips include adults and children (with and without adult accompaniment).

Education trips are shown separately for adults and children. All other trips are just adults.

ii. This includes trips cycled for enjoyment or fitness, and trips to destinations by people with and without a car.

Cycling unlocks health benefits for everyone

232 in 2021 **Cycling in Bristol prevents 319 serious long-term health conditions each year**



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

Saving the NHS in Bristol

£1.6 million in 2021 **£4.4 million per year**

52,000 in 2021 **equivalent to the cost of 110,000 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 36 early deaths annually

23 in 2021

which is valued at

£131 millionⁱⁱⁱ

£77.2 million in 2021

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

27,000 kg of NO_x

and

4,200 kg of particulates

(PM₁₀ and PM_{2.5})

19,000 kg in 2021

2,900 kg in 2021

33% of residents agree the air is clean in their local area

30% in 2021



Cycling in Bristol helps mitigate our climate crisis

10,000 tonnes in 2021 **15,000 tonnes** of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of



25,000 people in 2021 **37,000 people taking flights** from Bristol to Tenerife

In 2021 transport accounted for **26%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Department for Business, Energy and Industrial Strategy, 2021 UK Greenhouse Gas Emissions, Final Figures

Cycling keeps Bristol moving

Studies show walking or cycling frees up road space in comparison to driving.^{iv} This helps to keep Bristol moving for all road users.

20,000 in 2021 **30,000 return cycling trips** are made daily in Bristol by people that could have used a car.

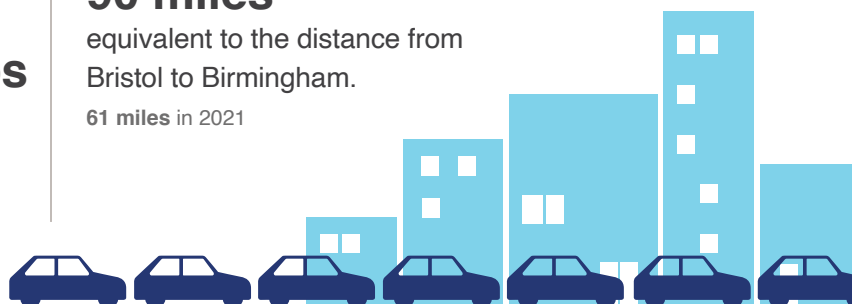
iv. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

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

90 miles

equivalent to the distance from Bristol to Birmingham.

61 miles in 2021



iii. 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

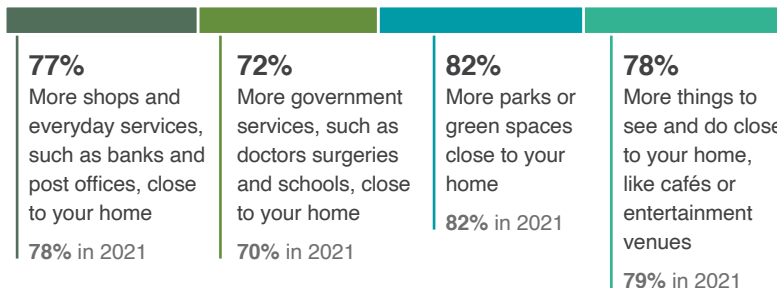
What would help make walking and wheeling easier?

Residents want more services and amenities within walking and wheeling distance

Ideally, walking or wheeling should be the most attractive option for short journeys. An area can support this by ensuring many of the things people need are found near to where people live. The environment should be safe, comfortable and welcoming.

20-minute neighbourhoods are places where you can walk from your home to many of the things you need on a regular basis. Based on a 20-minute return journey this is around 480 metres each way for the majority of people.ⁱ

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



63%

of Bristol households are in neighbourhoods of more than 40 homes per hectare. These are or can become 20-minute neighbourhoods.

62% in 2021

These higher-density neighbourhoods with more people can sustain local businesses and public transport routes.ⁱⁱ

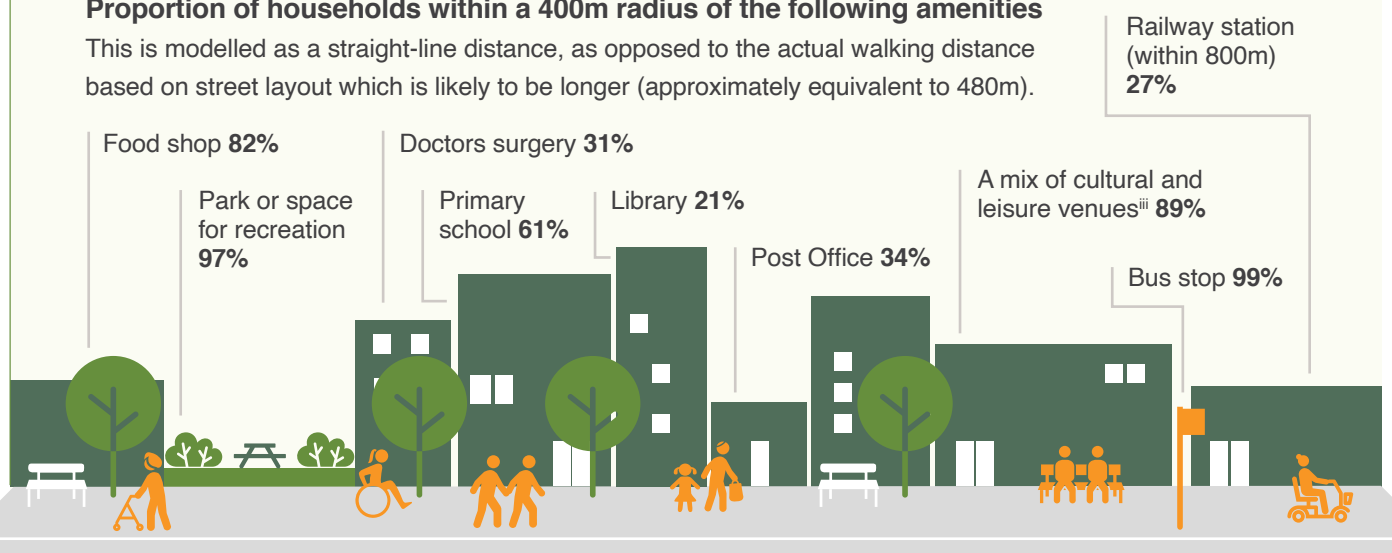
60%

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

63% in 2021

Proportion of households within a 400m radius of the following amenities

This is modelled as a straight-line distance, as opposed to the actual walking distance based on street layout which is likely to be longer (approximately equivalent to 480m).

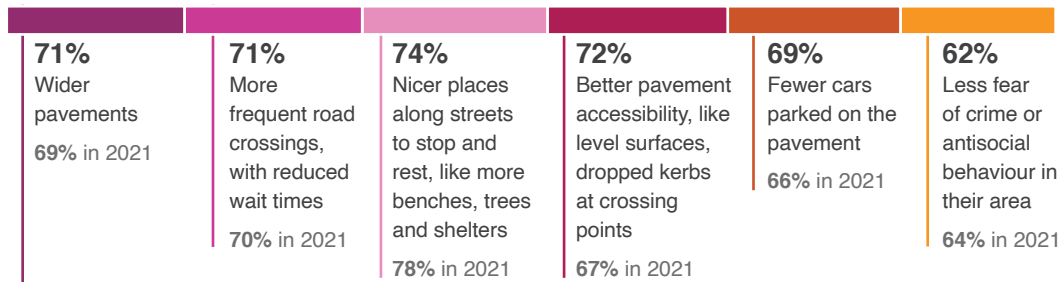


i. Asher et al, 2012. Most older pedestrians are unable to cross the road in time: a cross-sectional study. Age and Ageing.
 ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.
 iii. A minimum of three distinct types of cultural and leisure venues, like cafés, 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 or wheel in.

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



In Bristol:

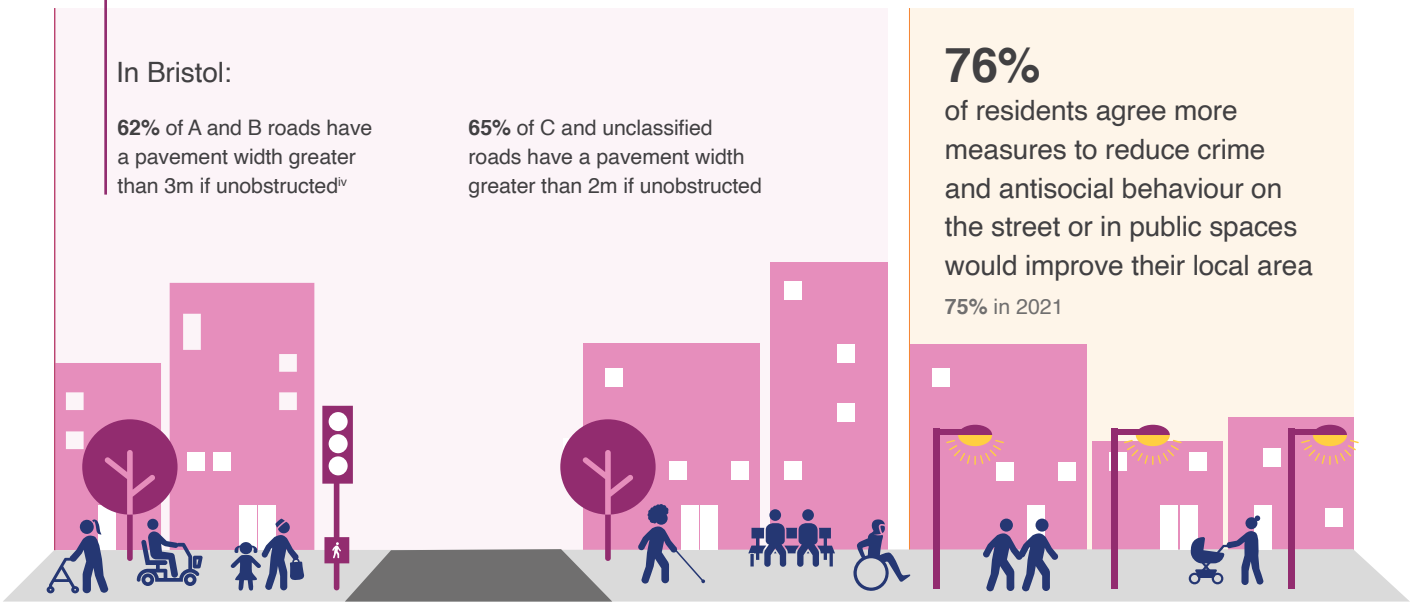
62% of A and B roads have a pavement width greater than 3m if unobstructed^{iv}

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

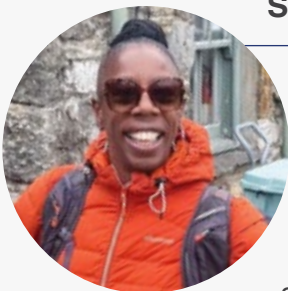
76%

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

75% in 2021



Sophia, Bristol Steppin Sistas



Walking is my main way of getting around unless I'm working, then I take the bus and walk. You don't miss things when you walk.

I started Bristol Steppin Sistas during lockdown to see how many people I could get out enjoying the benefits of walking.

25 people came to the first one around the harbourside, and now we walk four times a month and have more than 1,600 members online.

One woman from the inner city who suffered from insomnia slept properly for the first time in seven years after just two walks with us in the countryside.

As women of colour, we can share life experiences without being judged. We can open out about personal feelings in a safe space.

iv. OS source measurement now excludes grass verges, so is more accurate than in the 2021 report. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets.



Cycling solutions

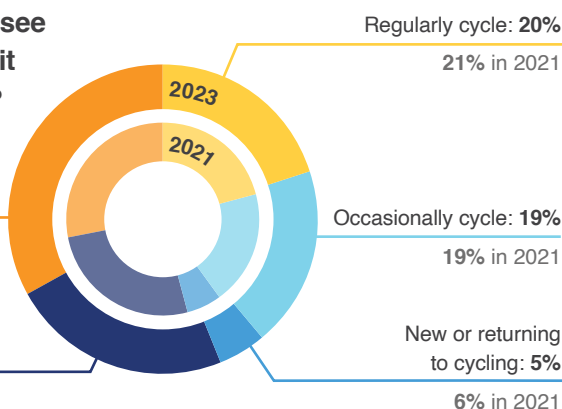
What would make cycling better?

Many Bristol residents want to cycle

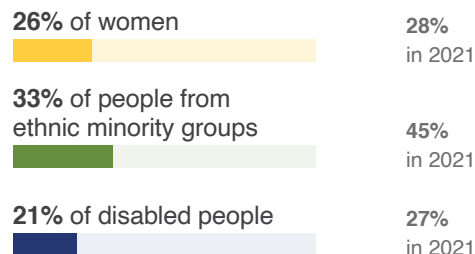
How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **33%**
28% in 2021

Do not cycle but would like to: **23%**
26% in 2021



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



Residents want improved cycling infrastructure

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

74%
More traffic-free cycle paths away from roads, like through parks or along waterways
75% in 2021

75%
More cycle paths along roads that are physically separated from traffic and pedestrians
75% in 2021

70%
More signposted local cycle routes along quieter streets
72% in 2021

72%
Better links with public transport, like secure cycle parking at train stations
67% in 2021

There are **660** cycle parking spaces across all **12** railway stations and **0** cycle parking spaces at the bus station in Bristol
584 in 2021
0 in 2021

Bristol has:ⁱ

51 miles
of traffic-free cycle paths away from the road

2 miles
of cycle paths physically separated from traffic and pedestrians

16%
of households within 125m of traffic-free or physically separated paths

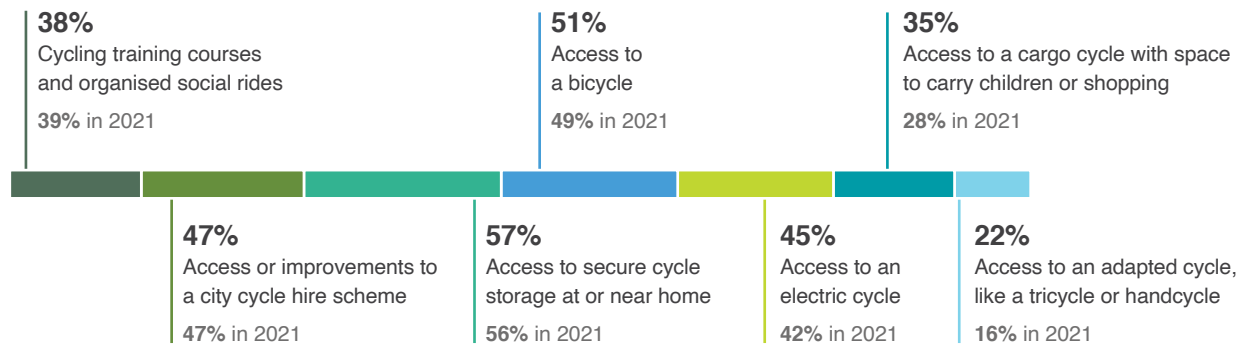
10 miles
of shared use footway

70%
of residents support building more cycle paths physically separated from traffic and pedestrians, even when this would mean less room for other road traffic
68% in 2021



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.

27 in 2021



Proportions of residents with access to an adult cycle

63% of residents 65% in 2021

37% of socio-economic group DE 50% in 2021

74% of socio-economic group AB 75% in 2021

67%

of residents support financial discounts for people on low incomes or not in employment to help them buy a cycle

58%

of households are within 800m of a cycle shopⁱⁱ

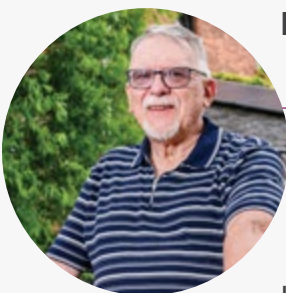


Reported cycle thefts

There were 1,468 reported cycle thefts in Bristol in 2022/23.

1,536 in 2021/2022

For every 167 people who own an adult cycle in Bristol, there was 1 reported cycle theft in the past year.



Nicholas, Life Cycle Volunteer, Two's Company Tandem Rides



In 2005 our car needed changing but we decided not to, so I started cycling to work and using a car club when needed. I had cycled when younger but not for decades.

Initially the motivation was mostly financial. I guessed I was saving £150 per month in travel costs and lost a stone and a half in weight.

After seeing flyers for Two's Company in my local bike shop, I decided to apply.

Cycling had done me a lot of good and I wanted to share the love.

As a front rider on a tandem, I've enjoyed cycling with people who wouldn't usually be able to ride solo, including visually impaired people, autistic people, and people with impaired balance.

ii. Credit to the Association of Cycle Traders (ACT) 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

75%

of residents

72% in 2021

73% of women



70% in 2021

76% of men



76% in 2021

65% of disabled people



58%
in 2021

79% of non-disabled people



78%
in 2021

73%
in 2021

79% of people from ethnic minority groups



73%
in 2021

74% of white people



71% of LGBTQ+ people



75% of non-LGBTQ+ people



64% of socio-economic group DE



60%
in 2021

79% of socio-economic group AB



80%
in 2021

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

19%
in 2021

Only **22%** 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%
in 2021

66% Walk or wheel more



67%
in 2021

66% Cycle more



Unclassified roads are not designed to carry through-traffic, but in Bristol **32%** of their total length has nothing to prevent it. This can result in rat-running.ⁱ

31% in 2021

53% agree that restricting through-traffic on local residential streets would make their area a better place.

50% in 2021

80% of Bristol's streets have 20mph speed limits.ⁱⁱ

80%
in 2021

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

52% Walk or wheel more



50%
in 2021

52% Cycle more



53%
in 2021

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

65%
in 2021

65%

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

47%

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

52% in 2021

66%

support low-traffic neighbourhoods

66% in 2021

i. Based on analysis by CycleStreets www.lowtrafficneighbourhoods.org. Unclassified roads are all public roads that are neither motorways, A, B nor C roads. ii. Excludes motorways.



Historically our school served mostly families on the local estate but as our catchment has grown so has the volume of car traffic.

People rushing to do the school run and get to work on time were driving up on to the pavements outside school, zig zags and speed restrictions ignored, and residents were becoming increasingly frustrated with blocked driveways.

Despite endless support from our local Police Community Support Officers there was a growing feeling that something had to be done. School Streets was the solution.

We have worked together to overcome challenges that include changing the street to one way and we now see people arriving smiling and chatting, enjoying a 'good morning' nod with school staff.

Our school community has been incredibly supportive and value the opportunity to safely walk, cycle or scoot to school.

Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive. 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.

12 years old

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

11 years old in 2021

80% of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school.ⁱⁱⁱ

49% of residents agree there is space for children to socialise and play



56% in 2021

55% of households are within 400m of a children's playground



Among Bristol residents:

48% agree



42% agreed in 2021

21% disagree



24% disagreed in 2021

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

These are known as 'School Streets'.

7 schools

in Bristol have School Streets schemes^{iv}

0 schemes in 2021



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015.

iv. Figure given is correct as of 31 May 2023.



Developing Bristol

Recent walking, wheeling, cycling and neighbourhood changes

Bristol's first Liveable Neighbourhood pilot is being developed in east Bristol, with the aim of making local communities safer and healthier by working alongside people who live, work, study and travel in the area to design more people-friendly streets. The scheme will be trialled in Barton Hill and parts of Redfield and St George with measures to reduce through-traffic on residential streets, encouraging people to walk, wheel, and cycle more. A second Liveable Neighbourhood pilot is also being developed for south Bristol and, like the east Bristol project, it will take a co-design approach. This approach aims to increase ownership and buy-in from local residents and organisations by engaging them at every stage of the design process, from the co-discover phase (identifying the challenges and opportunities in an area) through to the co-design of measures.

Pedestrianisation schemes are another way that Bristol is looking to improve and repurpose streets to encourage walking, wheeling and cycling and create 'spill out space' for local businesses. Cotham Hill and Princess Victoria Street were both pedestrianised during the Covid-19 pandemic and, with local support, are being made permanent. The schemes have transformed streets that were dominated by traffic and parking into places that are accessible, attractive and more vibrant. These examples are important local case studies highlighting what can be achieved through road space reallocation and will serve as examples to other local high streets in the city.

Other significant walking and cycling improvements include Castle Street and Bristol Bridge junctions, a series of new School Streets projects, developer schemes, such as Counterslip, and the refurbishment of critical infrastructure through the New Cut bridge repair programme and restoration of Gaol Ferry Bridge.



Cotham Hill and Princess Victoria Street were both pedestrianised during the Covid-19 pandemic and, with local support, are being made permanent.



Bristol cycle hangars

Thirty-one cycle hangars were installed on council-owned land next to tower blocks to provide safe, secure storage for cycles at 21 sites across Bristol.

Antonio, resident:

I've lived here for nine years and never bought a bike because I didn't have anywhere to store one. My flat is small, especially now that I have two young kids as well.

As soon as I got my keys to the hangar it only took me a week or so before I went out and bought a bike.

Having the hangar has had a massive impact on me as I can now cycle to work in Cabot Circus every day.

The best thing about cycling is that you don't have to queue. Congestion is unbearable in the city centre, the bus takes too long, and walking takes a lot longer too.

I used to spend 40 minutes a day walking to work and back, which is 40 minutes of my day that I'm not spending with my family. With a bike it's roughly 20 minutes. I know it's only 20 minutes difference, but over the week that's 100 minutes that I can spend with my family instead.



Go Jauntly Bristol app

Bristol City Council's sustainable travel team worked with Go Jauntly to successfully enhance and launch their app in Bristol. It features more than 90 local walks that raise awareness of local nature spots, historic points of interest and green routes across the city. The app aims to help improve the health and wellbeing of residents through the promotion of local historic, green and cultural assets. The enhanced tranquil route function (journey planner) uses metrics, including tree cover, traffic, pollution and satellite data, to reduce exposure to pollution and noise while increasing exposure to green and blue space. Alongside the team from Go Jauntly and Tranquil City, the council won the John Connell Local Authority Award which recognises innovative services, campaigns, products and programmes that are examples of community co-operation, education and creative solutions to solve noise pollution problems and improve soundscapes.



Looking forward

Better streets and places for everyone

Bristol City Council is developing plans to improve several key active travel routes set out in the Local Cycling and Walking Infrastructure Plan. This includes Concorde Way, Filwood Quietway, Malago Greenway, Old Market Quietway, Deanery Road and Portway.

As outlined in the draft City Centre Development and Delivery Plan, the city centre will be reconfigured to improve safety and accessibility, support sustainable patterns of travel and reduce the impact of vehicles on the public realm. This includes creating more pedestrian priority spaces on streets, improving cycle infrastructure and reducing the severance created by busy roads.

Working with the West of England Combined Authority, Bristol will be trialling mobility hubs. The trial will bring together established forms of transport with new ones, such as e-scooters, e-cargo bikes, and demand responsive bus services. By bringing different transport services together at these one-stop hubs, it will be easier for people to switch between different forms of transport. This will improve connections and make journeys easier while at the same time provide an opportunity to improve public spaces in a way which meets local community and business needs.

Across the region, allocated funding will go towards installing cycle hangars in local neighbourhoods in Bristol. The project aims to provide secure storage units on residential streets to allow people to safely store their cycles. It follows the installation of 31 cycle hangars at social housing sites across the city, a project that encourages more residents to access the health benefits from cycling.



Bristol will be trialling mobility hubs. The trial will bring together established forms of transport with new ones, such as e-scooters, e-cargo bikes, and demand responsive bus services.



Councillor Don Alexander, Cabinet Member for Transport



We all have a part to play in getting clean air for Bristol. Our e-cargo cycle trial aims to raise awareness of e-cargo cycles and make a positive impact across the city by helping to reduce pollution caused by motor traffic, improve the city's air quality, and cut congestion.

The trial encourages local businesses and organisations to reduce their carbon footprint by shifting to more sustainable delivery methods.

It is open to a wide variety of people, including sole traders, small and medium-sized enterprises (SMEs), charities and voluntary sector organisations operating within Bristol's boundaries.

You can trial an e-cargo cycle for up to three months to decide if they are the right fit for your unique business needs.

The council takes care of all the logistics, including providing accessories, maintenance, and two hours of free training.



Simon, Managing Director, Zedify Bristol



There's still a misconception that cycles and delivery trikes can't deliver the same volume of parcels that vans traditionally have.

Vans have a larger carrying capacity, but cycles and trikes have speed and efficiency, beating the traffic, and can deliver direct to the doorstep rather than wasting time trying to find a parking space.

We do have an electric van as part of our fleet, but 95% of our deliveries are pedal powered using 17 electric cargo cycles and trikes.

We're partnered with a large national logistics company, and on any given day we have 10 riders out covering 12 delivery rounds in the central Bristol Clean Air Zone, delivering between 850 and 1,400 parcels a day.

In the past those deliveries would have been made by cars or vans, so we're removing those polluting vehicles from the streets of Bristol.

We have proved that using cycles and trikes is a credible alternative to a van delivery service, and they have the benefit of zero tailpipe emissions.

We've got to get larger and more polluting vehicles off our streets.

I would love to see more consolidation of delivery and we're keen to open more micro hubs around Bristol, helping create a less congested, less polluted, and more liveable city.

Notes on methodology:

The attitudinal survey was conducted from March to June 2023 by independent social research organisation NatCen.

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

2021 survey data was collected from June to August 2021, 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 travelled 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/walking-cycling-index

Sustrans makes it easier for everyone to walk, wheel and cycle.

We work for and with communities, helping them come to life by walking, wheeling and cycling to create healthier places and happier lives for everyone.

Join us on our journey. www.sustrans.org.uk

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SC039263 (Scotland)

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© Photos: photoJB, except p2: Bristol City Council, p15: Sophia Brown, p19: Cabot Learning Federation, p21 (top): Ben Bowskill/Sustrans, p21 (bottom): Noise Abatement Society (NAS), p23 (top): Bristol City Council, p23 (bottom): Edd Cope.

Thanks to Open Route Service for their support with their isochrone plugin in QGIS.



Printed with 100% renewable energy using an alcohol-free process and vegetable-based inks

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