





Foreword

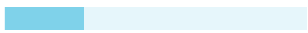
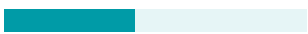
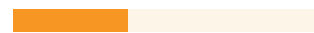
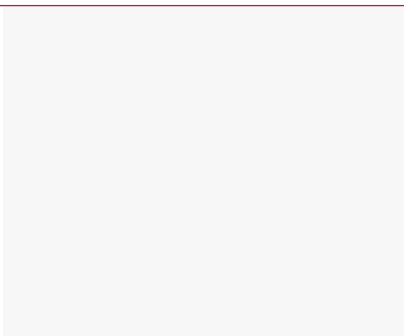
Our vision for walking, wheeling and cycling in Bristol



Walking, wheeling and cycling are travel options that simultaneously provide physical 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 improve 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 to have.



Walking and wheeling safety and satisfaction

62%

level of safety for walking or wheeling is good

70% in 2021

42%

of safety for children walking or wheeling is good

48% in 2021

67%

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% of white people



62% of people aged 66–75



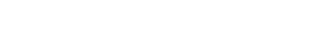
75% in 2021



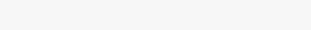
62% of people aged 76–85



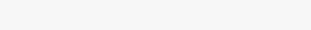
75% in 2021

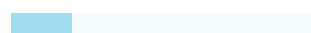
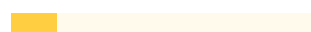
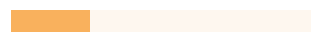
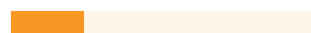
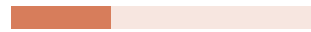
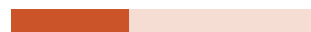
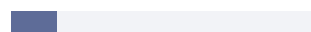
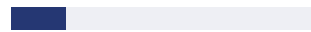
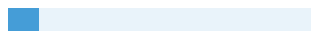
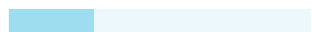
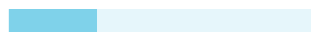
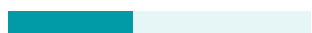
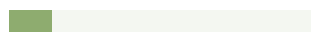
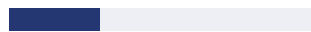
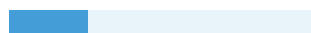
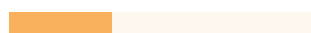
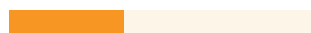


62% of people aged 86+



75% in 2021





Yellow bar

Yellow bar

Orange bar

Orange bar

Light green bar

Light green bar

Light grey bar

Light grey bar

Pink bar

Purple bar

Purple bar

Teal bar

Teal bar

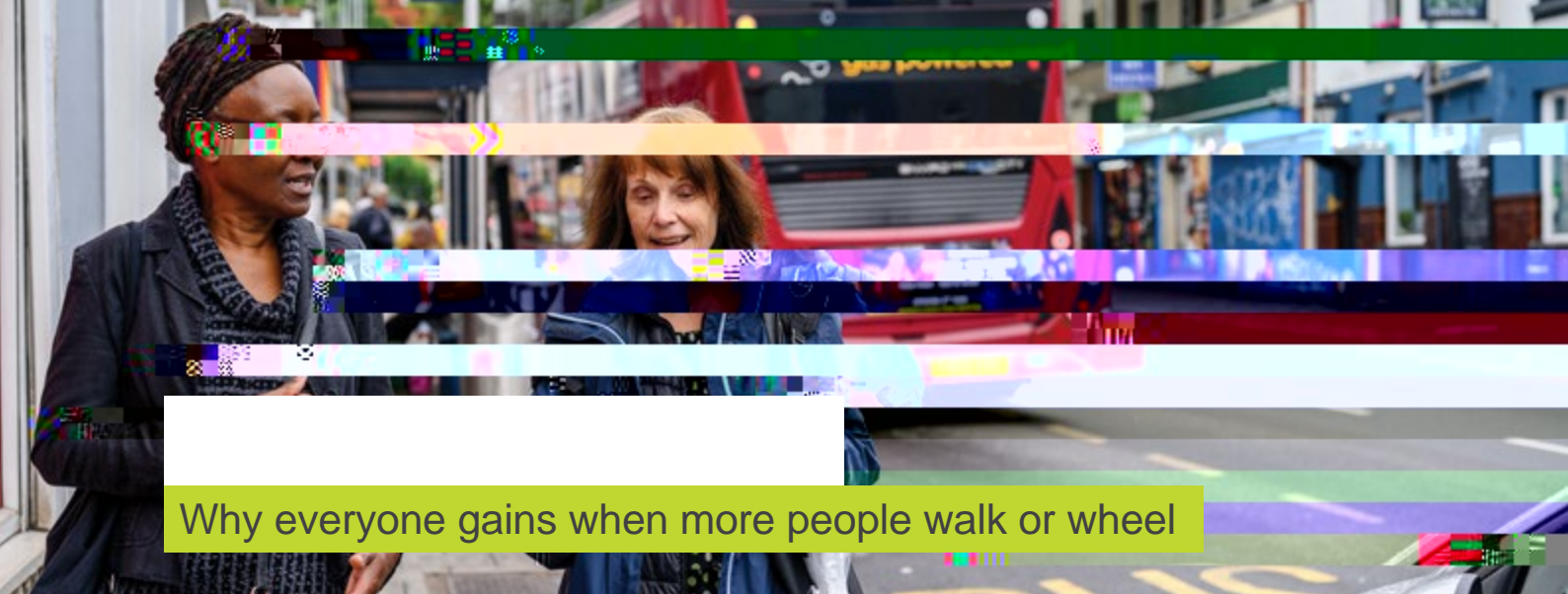
Light green bar

Light green bar

Light blue bar

Light blue bar

““””



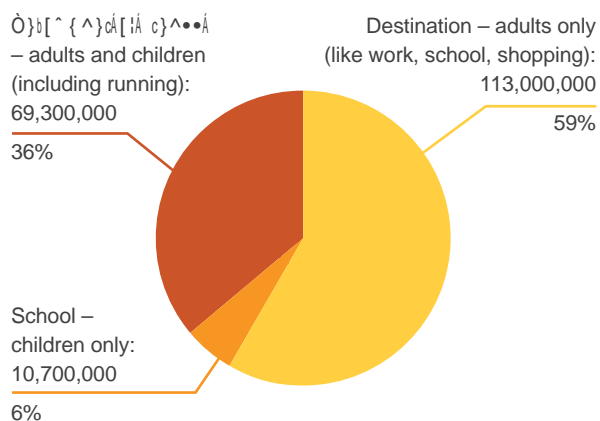
Why everyone gains when more people walk or wheel

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 purpose

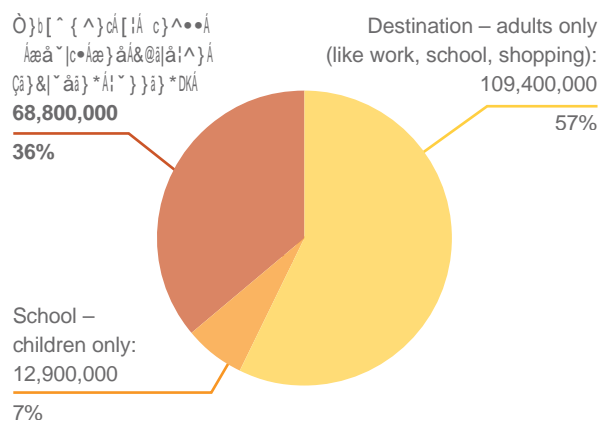
2023:
192.9 million trips



This adds up to

540,000 miles a day

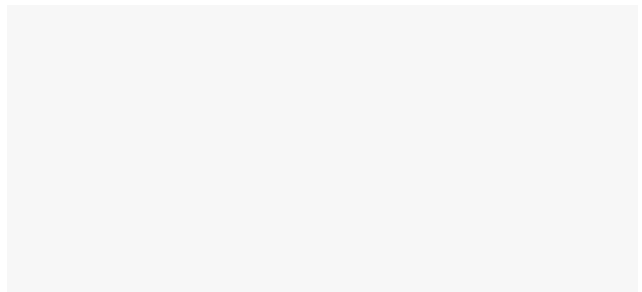
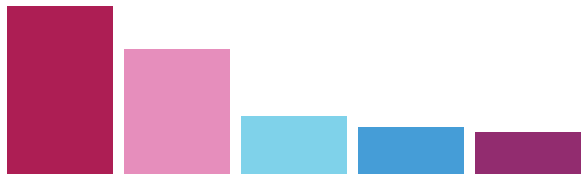
2021:
191.1 million trips

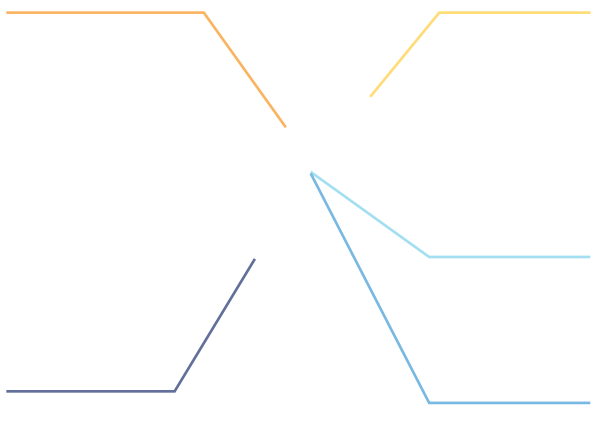


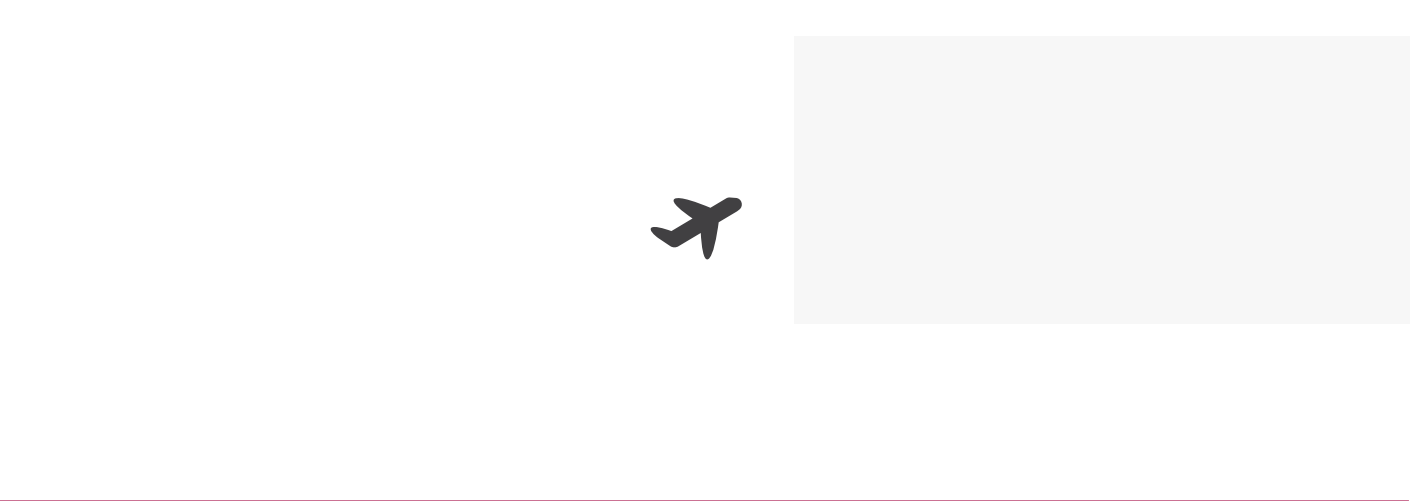
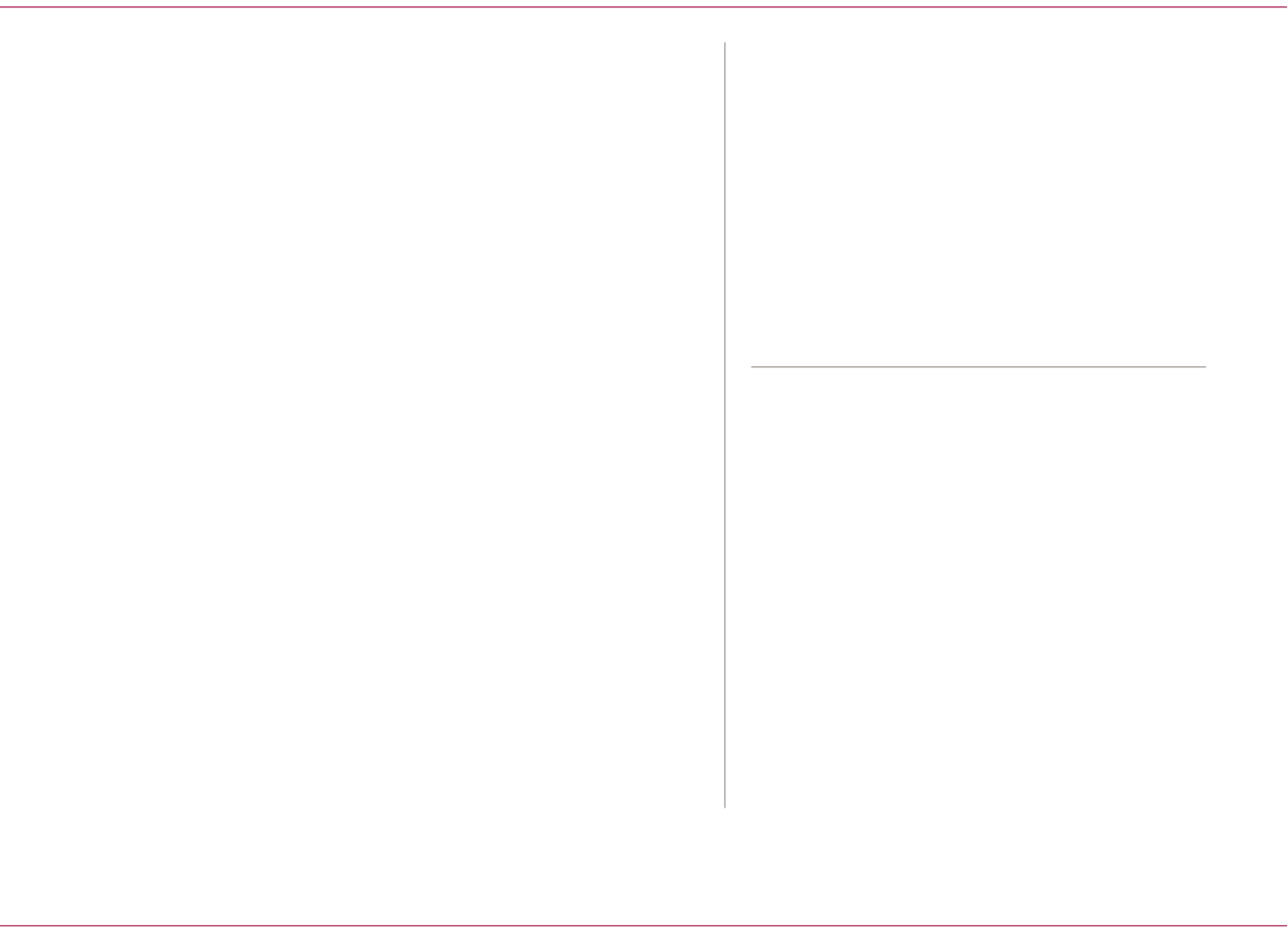
This adds up to

540,000 miles a day

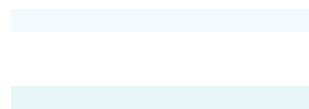
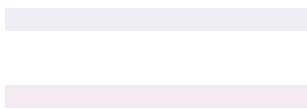
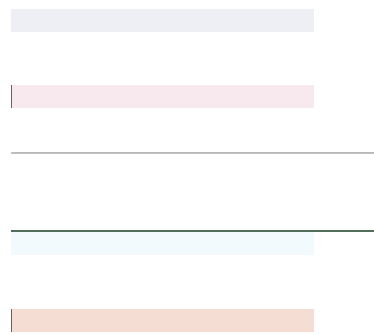
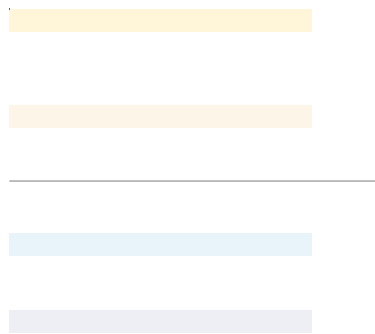
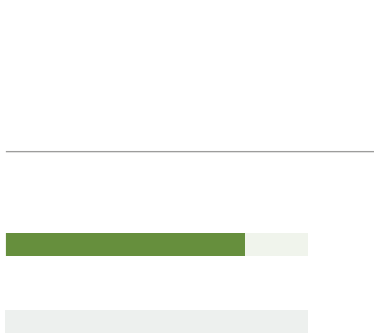
: DONLQJ DQG ZKHHOLQJ EHQHÔWV UHVLGHQWV DQG WKH O







”







Developing Bristol

Recent walking, wheeling, cycling and neighbourhood changes

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 Cotham Hill and Princess Victoria Street were both pedestrianised during the Covid-19 pandemic and, with local support, are being made permanent. 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 to support 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 been made permanent and will serve as examples to other local high streets in the city. 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 schemes 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.





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 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



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

