

Forward motion

Our vision for cycling in Bristol

Bristol has built a name for itself as being a cycling city. Statistics suggest Bristol has very high levels of walking and cycling to work compared to most other large cities in the UK. Despite the city growing over the last few years, the amount of cars travelling around the city has gone down whilst cycling, walking and bus use has gone up.

I want to support this trend. Not only



Making progress

Provision and levels of cycling in Bristol

Bike ownership in Bristol

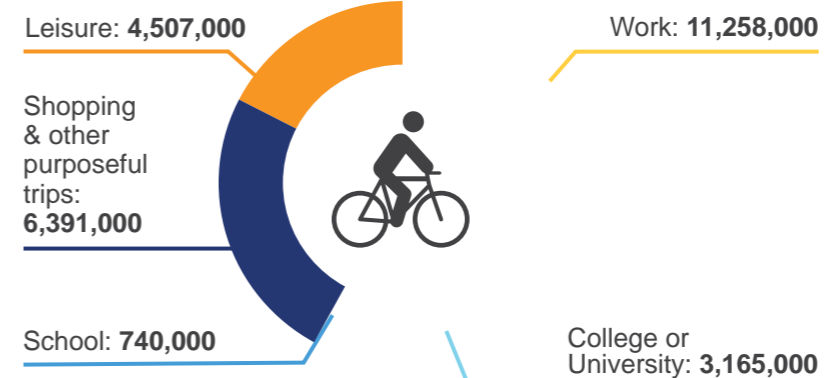
A bike gives people more choice for getting around, helping them to reach jobs and services, and to see family and friends more often.

In Bristol, three fifths of households (**60%**) have access to at least one bike. Three fifths (**61%**) of households with children have at least one child's bike.

Most households that own a car also own a bike. People use different modes for different journeys.

Where are people cycling?

Number of trips in the past year



Developing Bike Life

What's happened in
Bristol since 2015

Bristol's annual travel to work survey shows that 10% of Bristolians now cycle to work and the amount of cycling in Bristol has doubled since 2008 when Bristol was awarded Cycling City status.

This shows sustained investment is working and people understand this – Bike Life in 2017 shows that **72%** of Bristol residents support more spending on cycling.

People who cycle to work are more likely to be satisfied with their journey than those who drive, partially due to the reliability and efficiency of using bikes to get around Bristol. Across much of the city it is faster to travel to work by bike than by car in the morning peak.

The growth in cycling gives us a great opportunity to move more people around using much less space than is required for cars. The estimated cost of congestion in the region by 2036 (if no further investment to improve travel conditions takes place) is projected to be £800 million per year. This would damage competitiveness and impact on the ability of the region to attract new businesses and create jobs.

In Bristol, we appear to have the highest proportion of women cycling of any Bike Life city, and good representation from all ages and backgrounds. We know that women, children and older people are more likely to cycle if safe, high quality facilities are provided, especially traffic-free routes and protected bike lanes. The past two years have been busy, with a large number of facilities being constructed at the same time. When finished these will completely change public transport across parts of Bristol, as well as adding new routes to the walking and cycling network, although there is always more to be done.

Connecting the Bath to Bristol Path with Bristol city centre

Bristol City Council has been working to develop a dedicated cycling route through Castle Park, and the centre of Bristol and onto routes to the west and north of the city.

A two-way dedicated cycle track has almost been completed along the length of Baldwin





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

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