



# The spirit of the bike in Bristol

We have come an extremely long way in Bristol since the foundation of Sustrans, of which I was a founder member in 1977 and helped build the Bristol and Bath path.

When it comes to improving our environment and protecting our health, cycling is a win-win option, which is why I want to see the number of Bristol bike users double again over the next 10 years. It's great to see so many people now using their bikes for commuting or leisure and yet I know we still have much to learn from such places as Copenhagen, who preceded us as European Green Capital.

Cycling is good for the economy.

A healthy workforce, which arrives to work less stressed and on time, is better for productivity and good health.

We now need to raise our ambitions by setting a gold standard for cycle planning and provision in Bristol. I fully endorse the aged 8-80 approach we set out in the Bristol Cycle Strategy and look forward to many more people joining me in Bristol's cycle revolution to help us live up to our reputation as the UK's most liveable city.

David Braben, Mayor of Bristol

# Introducing Bike Life

Sustrans is collaborating with seven cities in the UK – Belfast, Birmingham, Bristol, Cardiff, Edinburgh, Greater Manchester and Newcastle – to report on progress towards making cycling an attractive and everyday means of travel.

Bike Life is inspired by the Copenhagen Bicycle Account, and is an assessment of cycling development including cycling conditions, new initiatives and satisfaction with various aspects of cycling.

This is the first of two reports, with the second being published in 2017. The information in this report comes from local data, including a representative survey of over 1,100 residents in Bristol. More details on the report findings and methodology can be found at [www.sustrans.org.uk/bikelife](http://www.sustrans.org.uk/bikelife)

Our thanks to the people of Bristol who took part in the survey and who volunteered to have their photos taken for this report.

## KEY FACTS FOR BRISTOL AT A GLANCE

**18** million bike trips in Bristol in a year

**31%** of people ride a bike once a month or more

**8** out of **10** people support increasing the safety of cycling – more than any other way of getting around the city

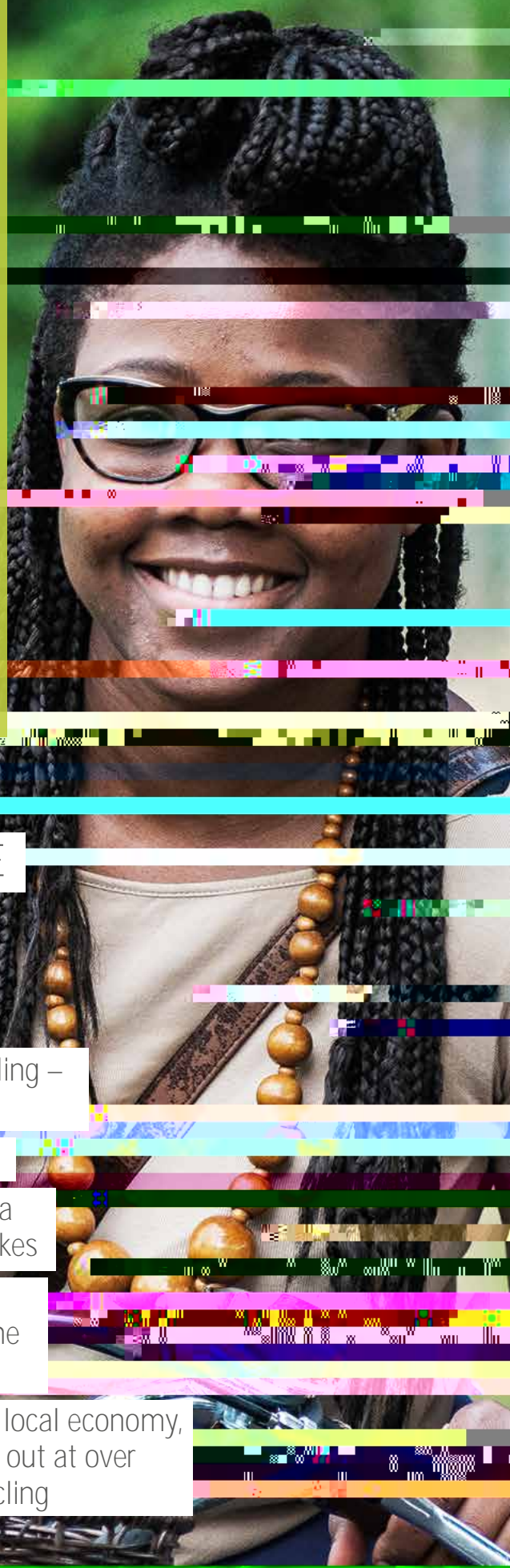
**70%** of people want to see more spent on cycling

**28.5** million is the benefit to health in the city, in a single year, from the current level of people riding bikes

**11,755** tonnes of CO<sub>2</sub> saved by people making trips by riding a bike rather than driving – equivalent to the annual emissions of around **4,629** cars

**67** million is the saving to individuals and to the local economy, for every mile biked instead of driven – which works out at over

**26** million a year for Bristol at current levels of cycling







# VIEWS

from the saddle



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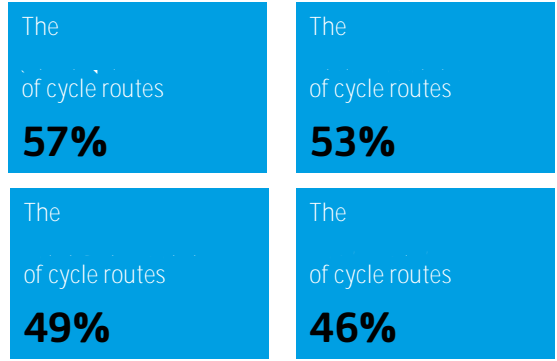
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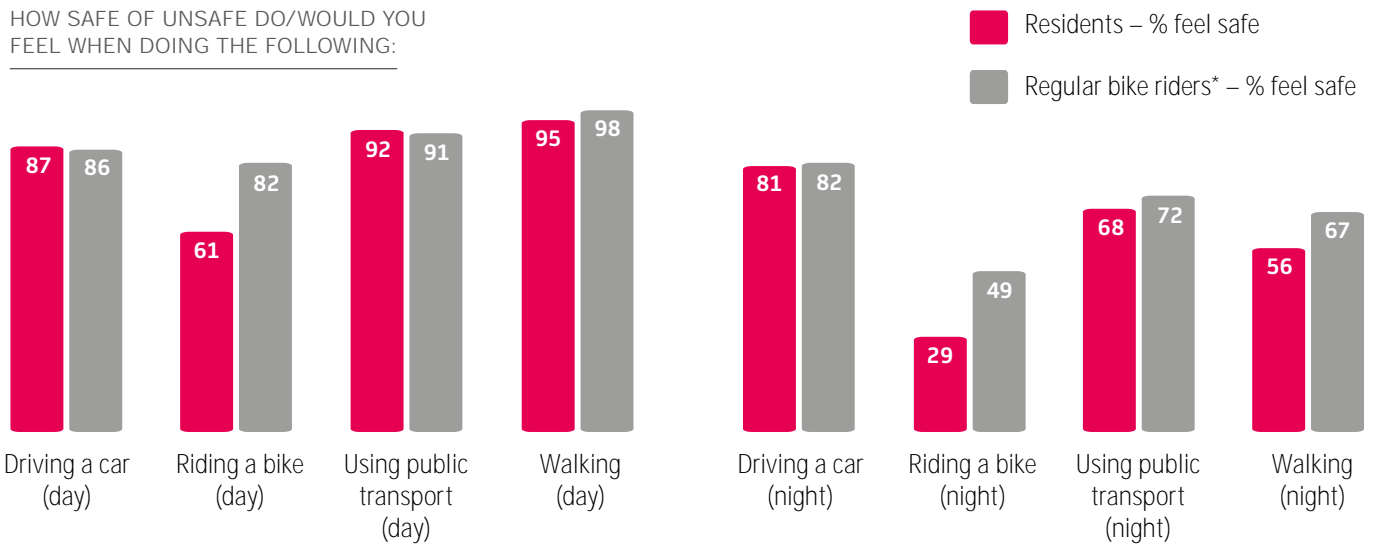
# HOW DO PEOPLE RATE BRISTOL'S CYCLE ROUTES?

**10 (61%)** think Bristol is a good place to ride a bike overall, and about half rate the following as 'very good' or 'good'. ▶



## RIDING A BIKE FEELS LESS SAFE THAN OTHER WAYS OF TRAVELLING

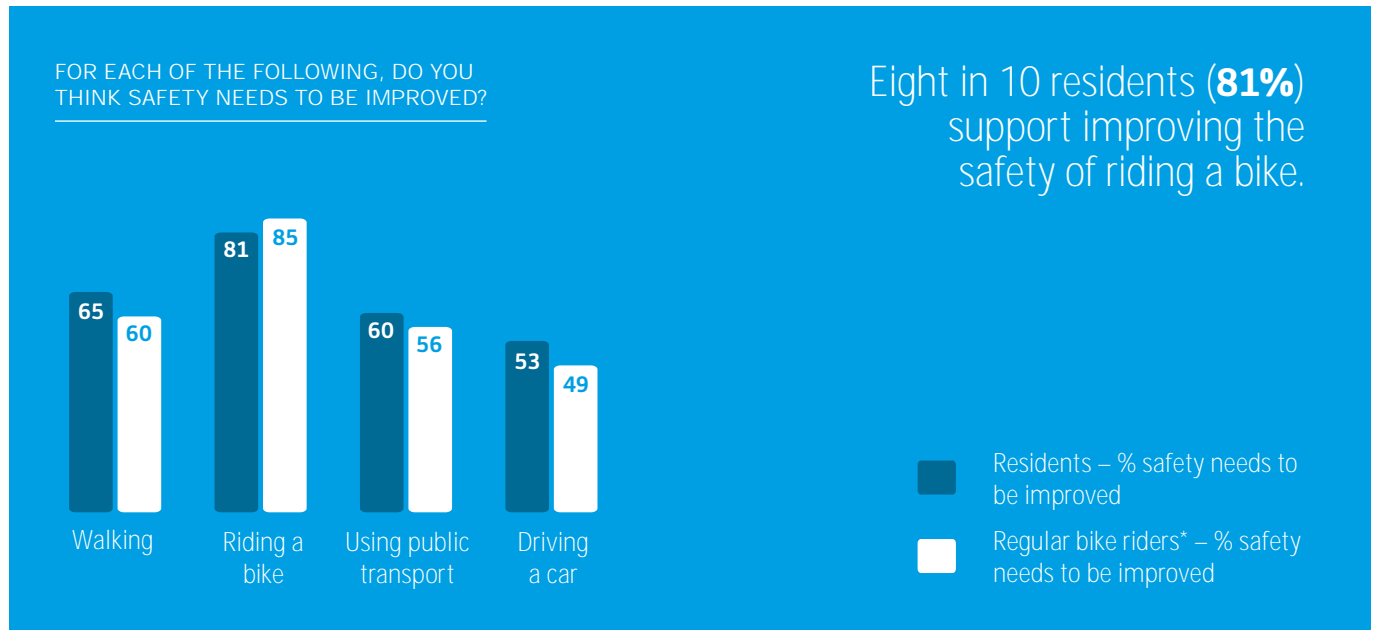
HOW SAFE OF UNSAFE DO/WOULD YOU FEEL WHEN DOING THE FOLLOWING:



## PEOPLE WANT IMPROVED SAFETY FOR CYCLING

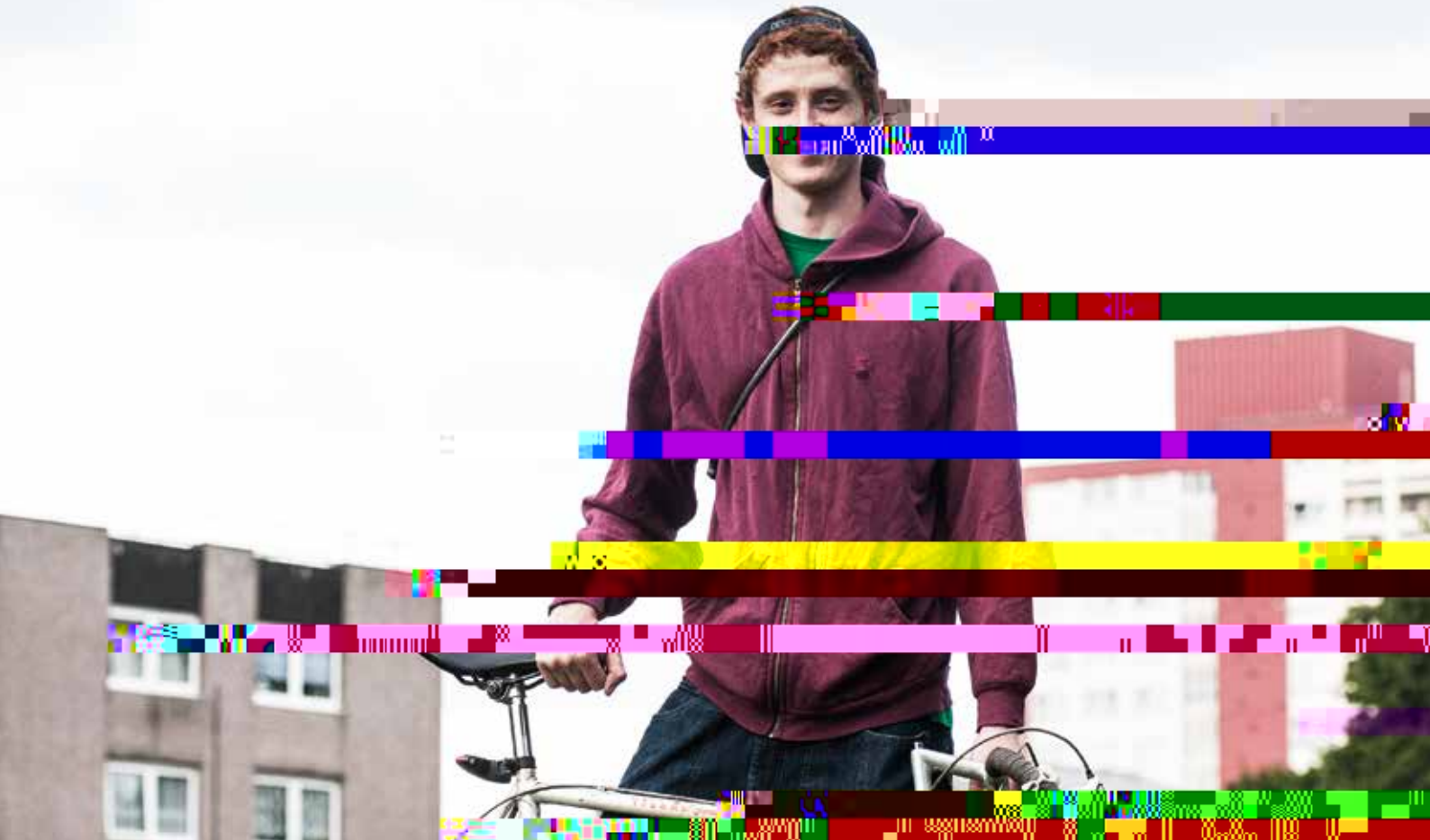
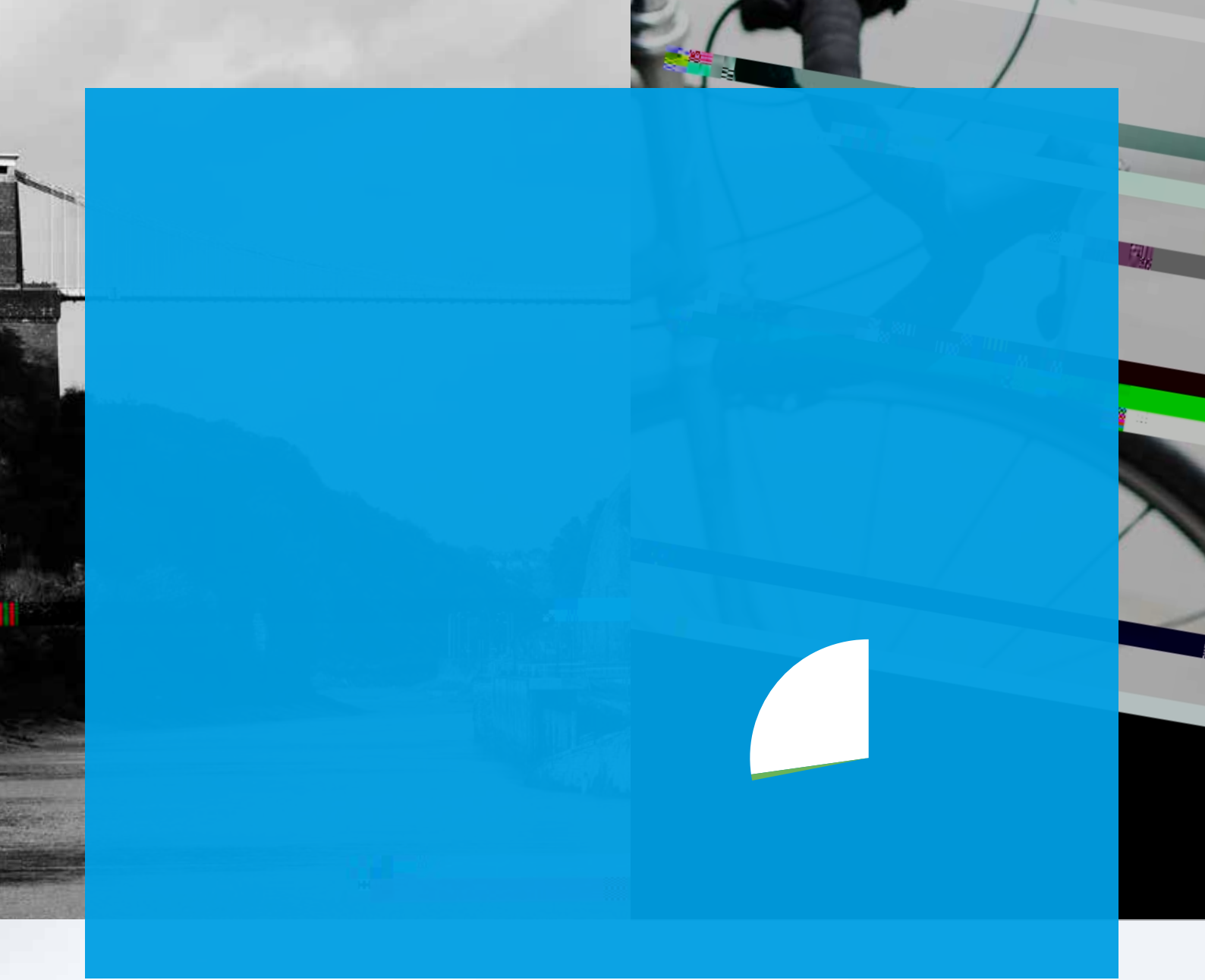
FOR EACH OF THE FOLLOWING, DO YOU THINK SAFETY NEEDS TO BE IMPROVED?

Eight in 10 residents (**81%**) support improving the safety of riding a bike.

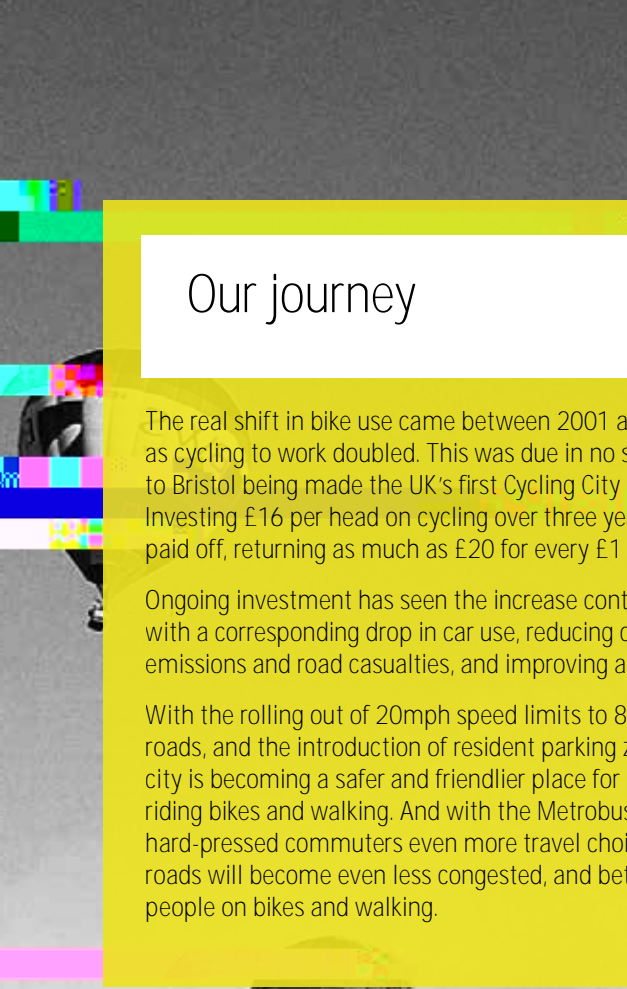
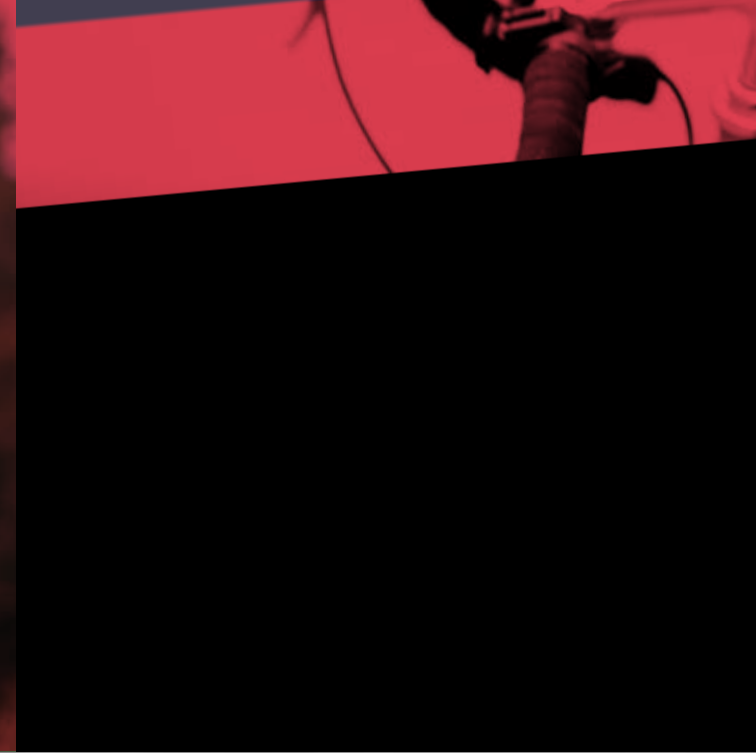
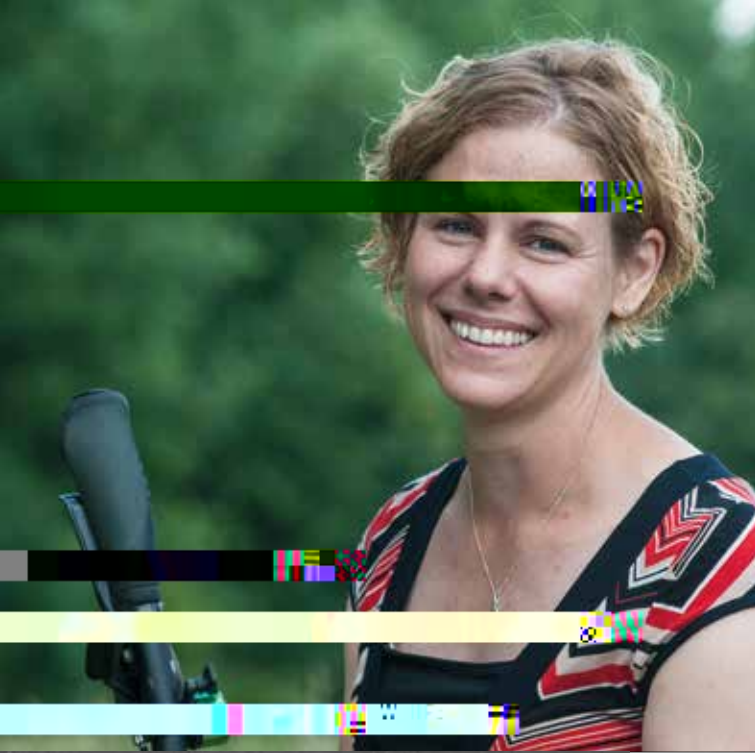




A large majority



As European Green Capital 2015, Bristol's reputation for all things green and its quality of life has been cemented. Following on from the city's success as the UK's first Cycling City, the award recognises what Bristol's residents have already achieved in making our city a healthier, happier place to live, work and play.



## Our journey

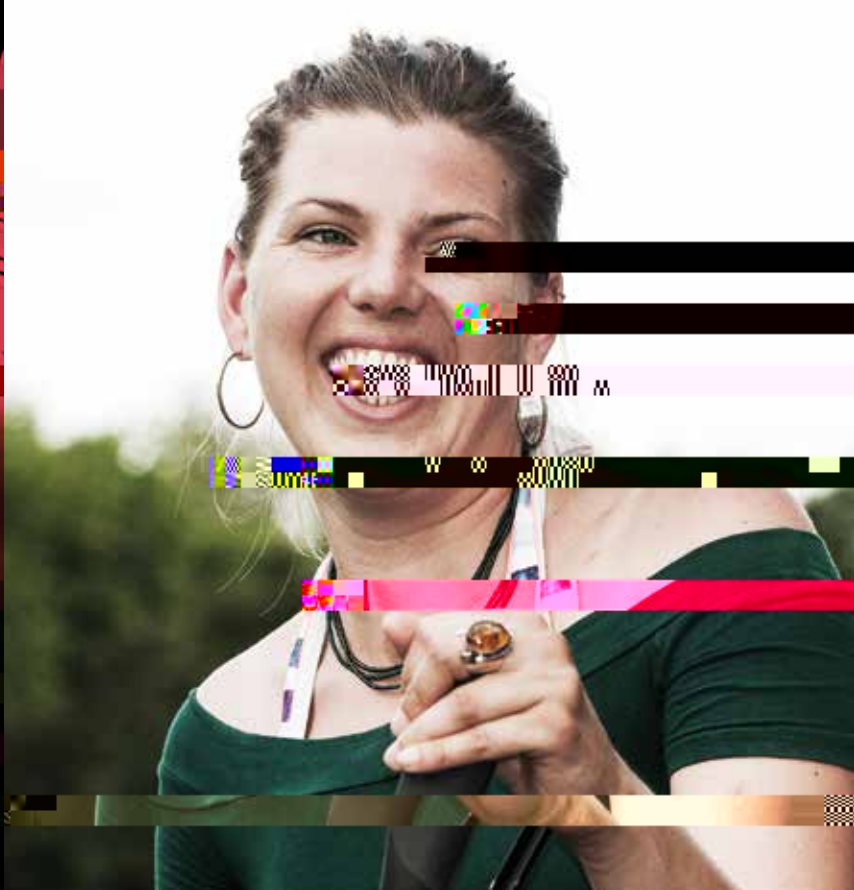
The real shift in bike use came between 2001 and 2011, as cycling to work doubled. This was due in no small part to Bristol being made the UK's first Cycling City in 2008. Investing £16 per head on cycling over three years really paid off, returning as much as £20 for every £1 spent.

Ongoing investment has seen the increase continue, with a corresponding drop in car use, reducing carbon emissions and road casualties, and improving air quality.

With the rolling out of 20mph speed limits to 80% of all roads, and the introduction of resident parking zones, the city is becoming a safer and friendlier place for people riding bikes and walking. And with the Metrobus giving hard-pressed commuters even more travel choice, our roads will become even less congested, and better for people on bikes and walking.







A

We refer to people and residents rather than respondents when reporting findings of the attitudinal surveys.

Due to the rounding up or down of individual figures, the percentages on charts

