

4. A moving and connected Bristol

% respondents who go to work by car (as driver) 😊

% respondents who go to work by other means

This indicator measures the proportion of residents who are regular car drivers, as well as regular users of other modes of transport. It is a proxy measure for traffic congestion and traffic-related air pollution. It also measures if there is behavioural change to more sustainable modes (car sharing, bus, cycle, walk) in preference to cars for regular, short journeys.

Significantly fewer residents (47%) travelled by car to work as drivers in 2012 compared to previous years (57% in 2001) and this indicates a sustainable trend to use other modes. This is also very similar to the level recorded in the 2011 Census, at 50%. Significantly fewer residents were drivers in the deprived parts of the city (42%) and the most regular car drivers lived in the peripheral wards like Stockwood and Stoke Bishop (both 65%). Not surprisingly, less than a quarter of residents in the central areas of Cabot and Clifton drove to work. The wards showing the biggest drop in drivers were Bishopston at 41% (60% in 2005) and Westbury on Trym at 56% (74% in 2005). The current high cost of fuel is likely to be influencing car use.

Equalities analysis indicated there were fewer disabled people (39%) driving and a gender difference with 45% of women driving compared to 51% of men. The downward trend appeared steeper for men, with an 11 percentage point drop in drivers (from 62% to 51%) over the last eight years. Further analysis (not shown) suggests that fewer people who live in rented accommodation (33%), fewer people who say they have 'no religion' (44%), but more people with lower educational qualifications drove to work.

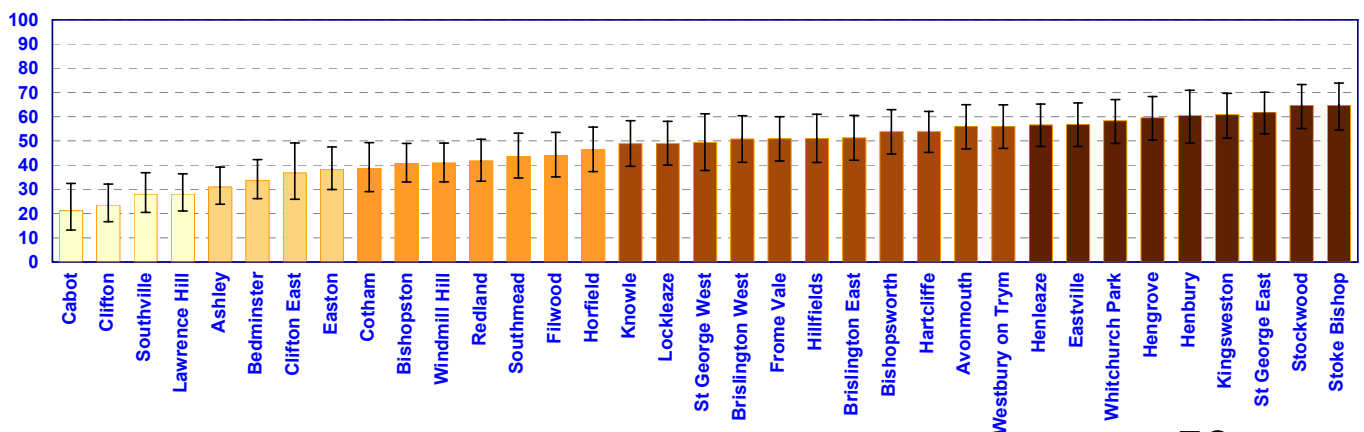
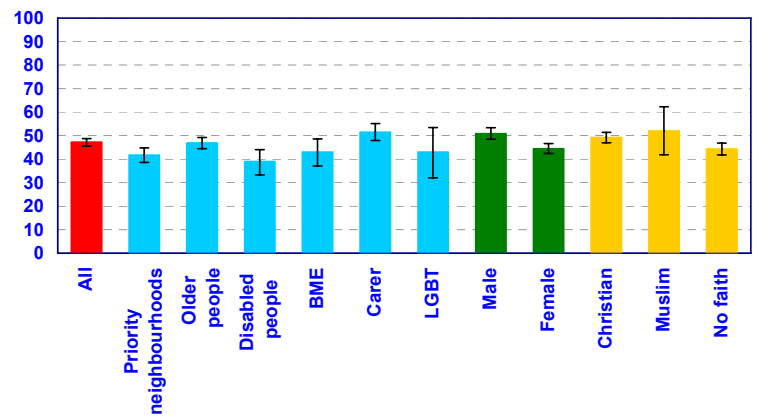
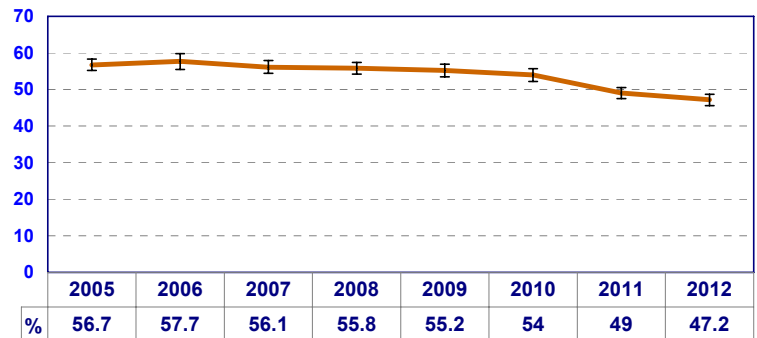
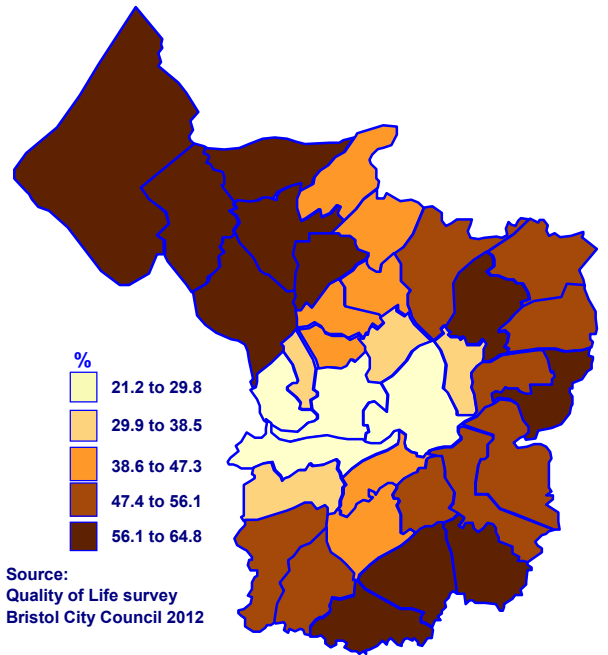
Other modes of transport to work:

Some related indicators have shown the same behavioural change over the same period; residents who travelled as a car passenger to work had increased from 5% to 7% and residents who travelled to work by bus increased from 10% to 13%. Walking levels (17%) and cycling levels (8%) have remained stable. These indicators were also measured in the 2011 Census and recorded similar levels for travel to work (5% car passengers, 8% cycle and 19% walk). The Census provides a national comparison and in Bristol we have a higher proportion of people walking and cycling to work, compared to similar cities in England and Wales.

Equalities analysis revealed that, compared to men, women were more likely to travel to work by bus (15% vs. 10%), walk (20% vs. 13%) or as car passengers (9% vs. 4%). Women were less likely to cycle to work (6% vs. 11%).

% respondents who go to work (as driver) by car

Ward	%	lower confidence limit	upper confidence limit
Ashley	31	23.9	39.2
Avonmouth	56	46.7	65.0
Bedminster	34	26.1	42.3
Bishopston	41	33.0	49.0
Bishopsworth	54	44.6	62.9
Brislington East	51	42.0	60.5
Brislington West	51	41.2	60.4
Cabot	21	13.2	32.4
Clifton	24	16.6	32.2
Clifton East	37	25.9	49.2
Cotham	39	29.1	49.3
Easton	38	29.9	47.5
Eastville	57	47.7	65.7
Filwood	44	35.1	53.5
Frome Vale	51	41.7	60.0
Hartcliffe	54	45.3	62.2
Henbury	61	49.1	70.9
Hengrove	60	50.3	68.3
Henleaze	57	47.7	65.2
Hillfields	51	41.1	61.0
Horfield	46	37.3	55.7
Kingsweston	61	51.2	69.7
Knowle	49	39.5	58.3
Lawrence Hill	28	21.1	36.4
Lockleaze	49	40.0	58.1
Redland	42	33.4	50.7
Southmead	44	34.7	53.2
Southville	28	20.5	36.9
St George East	62	52.9	70.1
St George West	49	37.8	61.2
Stockwood	65	55.1	73.3
Stoke Bishop	65	54.5	73.9
Westbury-on-Trym	56	46.9	64.9
Whitchurch Park	58	49.0	67.1
Windmill Hill	41	33.1	49.1
BRISTOL	47.2	45.6	48.7
Question number	25		
Sample size	3969		
Year	2012		
Priority neighbourhoods	41.7	38.6	44.8
Older people	46.9	44.5	49.2
Disabled people	39	33.3	44.0
BME	43	37.1	48.6
Carer	52	47.9	55.1
LGBT	43	32.1	53.5
Male	50.9	48.4	53.4
Female	44.5	42.4	46.6
Christian	49.2	47.0	51.4
Muslim	52	41.9	62.3
No faith	44.3	41.8	46.8



4. A moving and connected Bristol

% respondents who are satisfied with the bus service 😊

% respondents who are satisfied with information on bus services 😊

These indicators measure public satisfaction with the bus service that is mainly provided by First Bus working with the City Council who provide the infrastructure. Responses are also likely to reflect satisfaction with information about buses, bus frequency, cost and satisfaction with bus stops and bus lanes

% respondents who are satisfied with the bus service

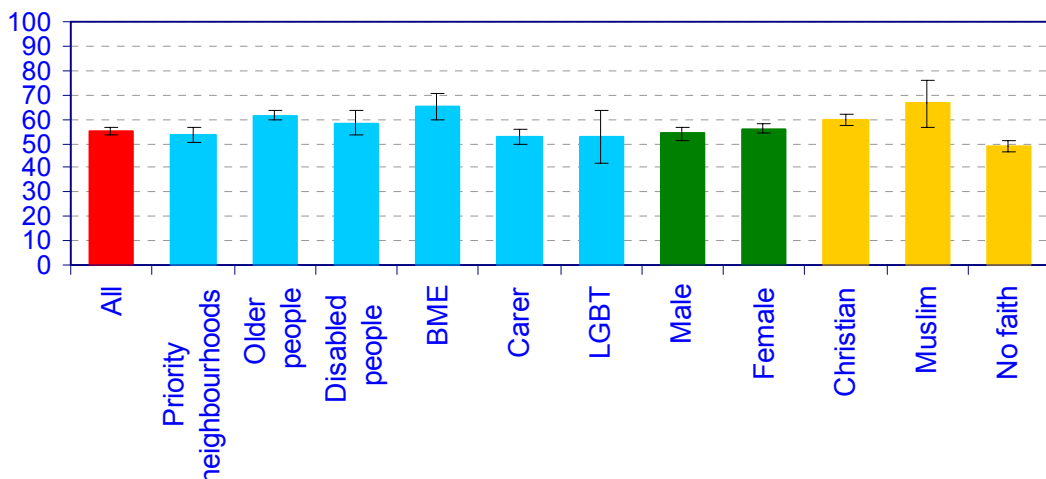
In 2012, 60% of residents were satisfied with the bus service, a significant improvement since 2005, when it was 48%. This improvement reflects major investment in the city with showcase bus routes and Greater Bristol Bus Network. Improvement over the last seven years at a ward level was most significant in Brislington West, Eastville, Hartcliffe, Henleaze, Horfield, Lawrence Hill and Lockleaze.

Levels of satisfaction were highest amongst older people (67%) and people of Christian faith (65%). Further analysis (not shown) suggests that men, carers and people with higher educational qualifications were less likely to be satisfied, whilst people of Muslim faith or who live in privately rented accommodation were more likely to be satisfied.

% respondents who are satisfied with information on bus services

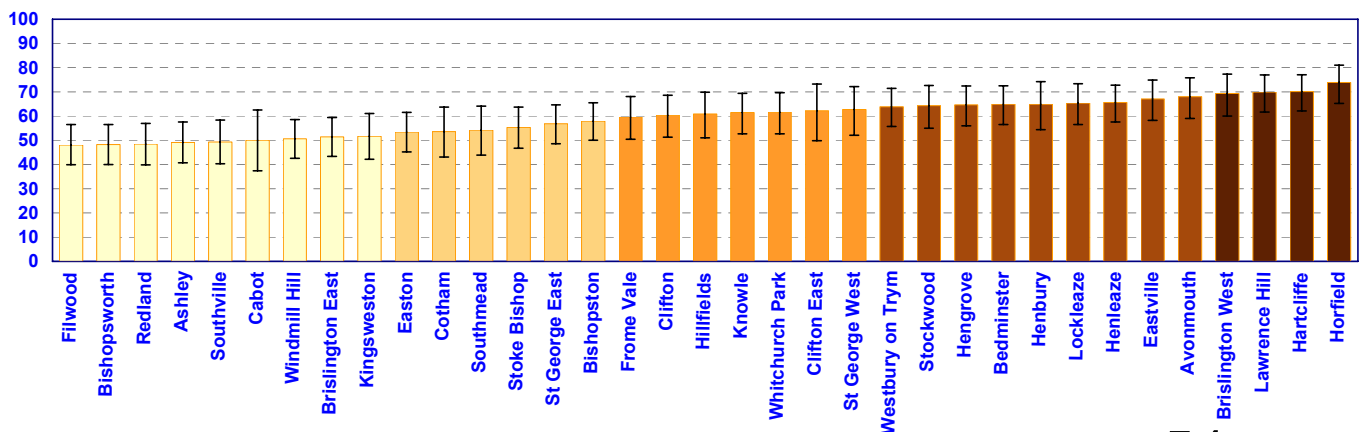
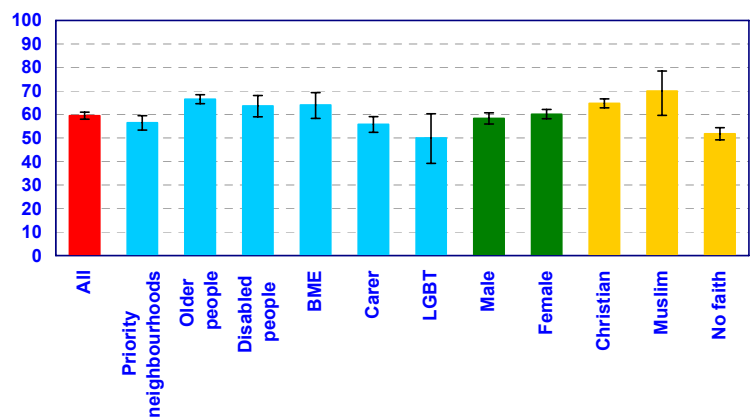
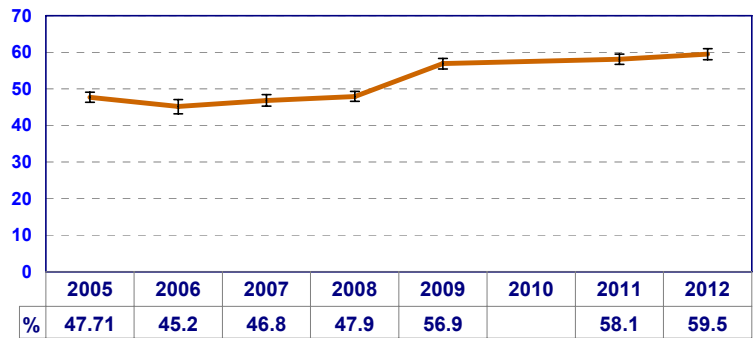
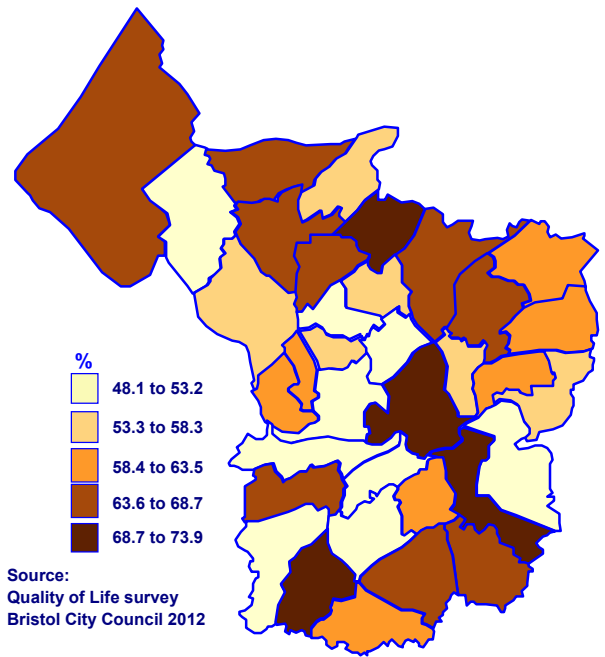
This indicator also showed significant improvement, at 55% (37% in 2006). Satisfaction was highest in Horfield and St George West and lowest in Bishopsworth and Filwood. The response by equalities groups was very similar to 'satisfaction with the bus service', with over 60% of older people and Christian people being satisfied with bus information. Most satisfaction was measured for the Black and minority ethnic group, at 65% and people of Muslim faith (67%).

% respondents satisfied with information on local bus services



% respondents satisfied with the bus service

Ward	%	lower confidence limit	upper confidence limit
Ashley	49	40.7	57.6
Avonmouth	68	59.0	75.8
Bedminster	65	56.5	72.5
Bishopston	58	50.0	65.5
Bishopsworth	48	40.0	56.5
Brislington East	51	43.4	59.4
Brislington West	69	60.0	77.3
Cabot	50	37.4	62.5
Clifton	60	51.3	68.6
Clifton East	62	49.8	73.2
Cotham	54	43.1	63.7
Easton	53	45.2	61.5
Eastville	67	58.2	74.9
Filwood	48	39.9	56.5
Frome Vale	60	50.4	68.1
Hartcliffe	70	62.1	77.1
Henbury	65	54.4	74.2
Hengrove	65	56.0	72.4
Henleaze	66	57.6	72.8
Hillfields	61	51.0	69.8
Horfield	74	65.2	81.0
Kingsweston	52	42.2	61.1
Knowle	61	52.7	69.4
Lawrence Hill	70	61.7	77.0
Lockleaze	65	56.5	73.4
Redland	48	39.8	57.0
Southmead	54	43.9	64.1
Southville	49	40.3	58.3
St George East	57	48.6	64.6
St George West	63	52.1	72.2
Stockwood	64	55.0	72.6
Stoke Bishop	55	46.7	63.7
Westbury-on-Trym	64	55.7	71.4
Whitchurch Park	62	52.7	69.7
Windmill Hill	51	42.5	58.6
BRISTOL	59.5	58.0	61.0
Question number	16b		
Sample size	4385		
Year	2012		
Priority neighbourhoods	56.5	53.4	59.5
Older people	66.5	64.6	68.4
Disabled people	63.7	59.0	68.1
BME	64	58.3	69.3
Carer	56	52.4	59.1
LGBT	50	39.2	60.3
Male	58.3	56.0	60.7
Female	60.1	58.2	62.1
Christian	64.7	62.8	66.6
Muslim	70	59.6	78.5
No faith	51.8	49.2	54.4



4. A moving and connected Bristol

% respondents who ride a bicycle – at least once a week 😊

% respondents who go to work by cycle 😊

Riding a bike is recognised as an important alternative mode of transport in the city that has less of an impact on the environment and is cheaper than most other types. It is also proven to be beneficial for improving health and fitness. It helps to lower both blood pressure and improves heart health, as well as improving mental health and wellbeing. This is an important measure for Bristol and the success of the “Cycling City” initiative.

% respondents who ride a bicycle - at least once a week

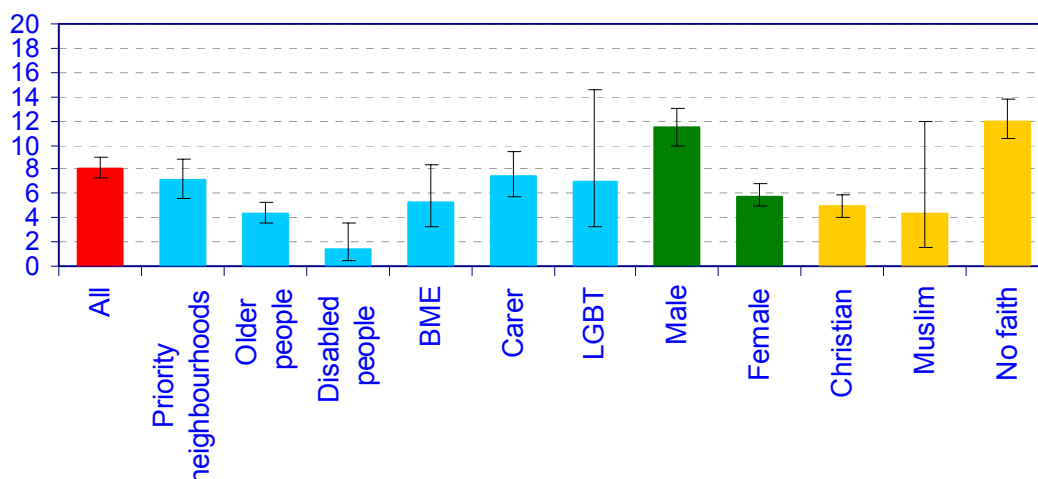
This indicator was recorded for the first time in the 2009 survey and in 2012, 15.1% of respondents said they cycled at least once a week (15.5% in 2009) and there has been little change. Several factors influence cycling such as proximity to services, gradient of hills, cycle lanes and concern for personal safety. Seven times as many people in Ashley and Easton said they cycled at least once a week, at over 29%, compared with Bishopsworth and Hengrove where only 5% or less cycled regularly.

Significantly more men cycled than women (20% and 12% respectively) and more people who stated they had ‘no religion’ cycled regularly at 22%. There were fewer older people (8%), disabled people (5%), people of Christian faith (10%) and people of Muslim faith (6%) who rode a bike. Further analysis (not shown) suggested people with higher educational qualifications were more likely to cycle.

% respondents who cycle to work

Cycling to work has remained stable and, at 8% is similar to levels measured in 2008/2009 and the same as the 2011 Census. Nearly twice as many men cycled to work in 2012 (at 11%) compared to women (at 6%). Cycling to work was highest amongst people in their forties (14%) and twenties (12%), as well as people who stated their religion was ‘no faith’, at 12%. Further analysis (not shown) suggests people with higher educational qualifications are more likely to cycle to work.

% respondents who go to work by cycle



% respondents who ride a bicycle- at least once a week

Ward	%	lower confidence limit	upper confidence limit
Ashley	30	23.2	37.9
Avonmouth	17	10.7	24.8
Bedminster	25	17.9	33.1
Bishopston	26	19.9	33.5
Bishopsworth	4	1.5	8.8
Brislington East	14	8.7	20.5
Brislington West	9	5.1	15.9
Cabot	19	11.3	29.8
Clifton	28	20.5	36.6
Clifton East	24	15.9	35.0
Cotham	29	20.8	37.7
Easton	29	22.4	37.0
Eastville	15	10.3	22.1
Filwood	11	6.6	17.9
Frome Vale	12	7.4	19.2
Hartcliffe	10	6.0	15.5
Henbury	7	3.3	14.2
Hengrove	5	2.2	10.0
Henleaze	16	10.4	22.9
Hillfields	20	13.2	27.9
Horfield	12	7.3	18.6
Kingsweston	10	5.5	16.8
Knowle	8	4.1	13.5
Lawrence Hill	13	8.8	19.5
Lockleaze	12	7.4	18.2
Redland	21	15.4	29.0
Southmead	8	3.8	15.3
Southville	19	12.8	27.5
St George East	9	5.0	14.3
St George West	10	5.1	17.2
Stockwood	7	4.0	12.8
Stoke Bishop	13	8.0	20.4
Westbury-on-Trym	11	7.2	17.6
Whitchurch Park	5	2.4	10.4
Windmill Hill	28	21.6	35.0
BRISTOL	15.1	14.1	16.2
Question number	24		
Sample size	4619		
Year	2012		
Priority neighbourhoods	13.1	11.2	15.2
Older people	8.4	7.4	9.6
Disabled people	4.5	2.9	6.8
BME	10.9	7.9	14.8
Carer	13	11.0	15.5
LGBT	20	12.7	29.4
Male	20.2	18.4	22.1
Female	11.5	10.3	12.8
Christian	10.1	9.0	11.4
Muslim	5.7	2.5	12.2
No faith	22.4	20.4	24.5

