

Keep Bristol moving

A city where public transport provides an affordable quality alternative to the car, where streets are no longer clogged with traffic, our air is cleaner, and it is increasingly attractive to walk and cycle

% 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 (49%) travelled by car to work as drivers in 2013 compared to previous years (57% in 2001) and this indicates a sustainable trend to use other modes. Significantly fewer residents were drivers in the deprived parts of the city (41%) and the most regular car drivers lived in the peripheral wards like Stoke Bishop (72%) and St George East (67%). Not surprisingly, less than a 29% of residents in the central areas of Ashley, Lawrence Hill and Cabot drove to work. The wards showing the biggest drop in drivers were Ashley at 25% (42% in 2005) and Westbury on Trym at 55% (74% in 2005). But there was a slight increase in car use in Clifton at 41% (24% in 2012).

Equalities analysis indicated there were fewer disabled people (38%) driving, but more people of Muslim faith (56%) and carers (54%). Further analysis (not shown) suggests that fewer people who live in rented accommodation (34%), on means tested benefits (40%), who say they have 'no religion' (48%) or who belong to Black and minority ethnic groups (46%) drove to work. More people whose highest qualification is a GCSE, NVQ levels 1 & 2 or equivalent (58%) and men (51%) drove to work.

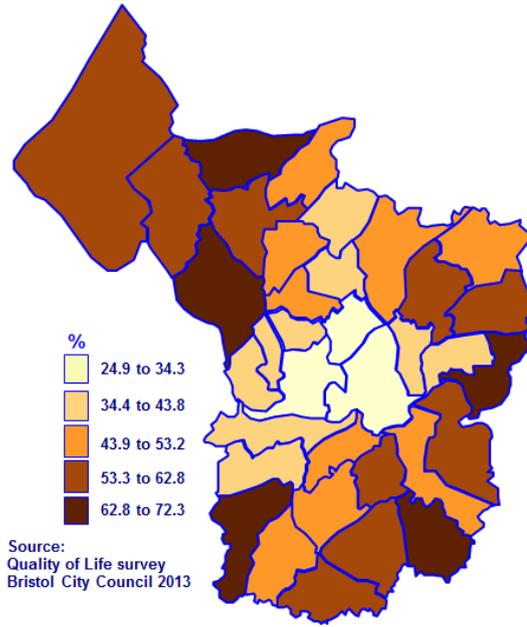
Other modes of transport to work:

Some related indicators have shown the same behavioural change over the same period (since 2005); 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%. A higher proportion of people in deprived areas were regular bus users (18%) as well as residents in St George West (23%) and Lawrence Hill (27%). Walking levels dropped in 2013, at 15% (17% in 2012), but this change was not significant. The biggest drop in walking to work was in Clifton East ward at 25% (39% in 2012). Cycling levels, at 9% have slowly improved (7% in 2005). These indicators were also measured in the 2011 Census and recorded similar levels for modes of travel to work. The Census provides a national comparison and in Bristol (in 2011) we had a higher proportion of people walking and cycling to work, compared to similar cities in England and Wales.

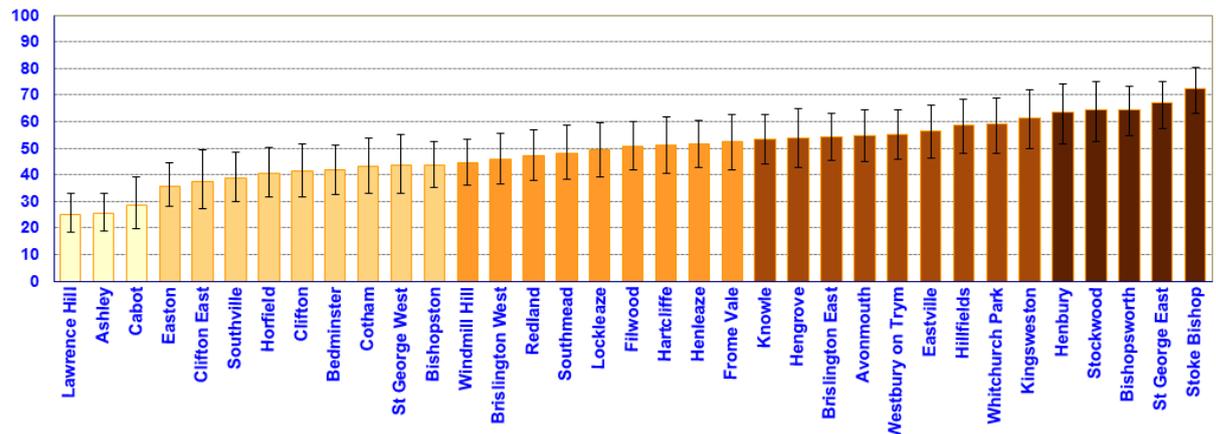
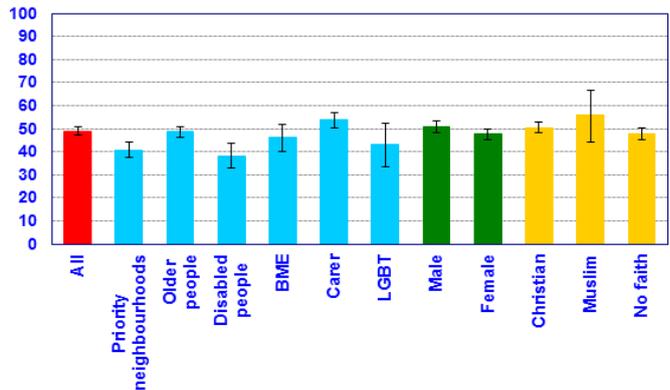
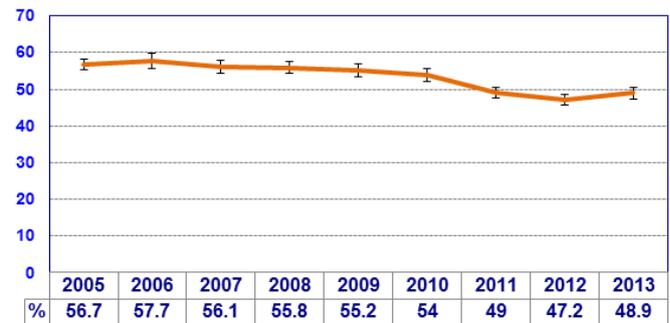
Equalities analysis revealed that, compared to men, women were more likely to travel to work by bus (15% vs. 10%), walk (17% vs. 13%) or as car passengers (9% vs. 5%). Women were less likely to cycle to work (7% vs. 12%).

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

Ward	%	lower confidence limit	upper confidence limit
Ashley	25	18.8	33.1
Avonmouth	55	44.7	64.5
Bedminster	42	32.7	51.1
Bishopston	44	35.3	52.5
Bishopsworth	65	54.6	73.4
Brislington East	54	45.2	63.2
Brislington West	46	36.6	55.4
Cabot	29	19.9	39.0
Clifton	41	31.6	51.6
Clifton East	38	27.0	49.5
Cotham	43	33.0	53.7
Easton	36	28.0	44.3
Eastville	57	46.4	66.2
Filwood	51	41.8	59.8
Frome Vale	52	41.8	62.6
Hartcliffe	51	40.7	61.6
Henbury	63	51.4	73.9
Hengrove	54	42.5	64.8
Henleaze	51	42.5	60.2
Hillfields	59	47.8	68.5
Horfield	41	31.6	50.4
Kingsweston	61	49.8	71.7
Knowle	53	44.0	62.6
Lawrence Hill	25	18.4	32.9
Lockleaze	49	39.3	59.6
Redland	47	37.8	56.7
Southmead	48	38.1	58.5
Southville	39	29.9	48.5
St George East	67	57.5	75.2
St George West	44	32.9	55.0
Stockwood	64	52.4	74.9
Stoke Bishop	72	62.9	80.1
Westbury-on-Trym	55	45.9	64.2
Whitchurch Park	59	48.1	69.0
Windmill Hill	45	36.1	53.4
BRISTOL	48.9	47.3	50.6
Question number	25		
Sample size	3599		
Year	2013		
Priority neighbourhoods	40.6	37.3	44.0
Older people	48.6	46.2	51.0
Disabled people	38	33.0	43.8
BME	46	40.3	51.8
Carer	54	50.3	57.0
LGBT	43	33.3	52.3
Male	50.8	48.3	53.4
Female	47.6	45.4	49.8
Christian	50.4	48.2	52.7
Muslim	56	43.9	66.8
No faith	47.6	45.0	50.3



Source: Quality of Life survey Bristol City Council 2013



% 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 2013, 15.3% 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, Easton, Bishopston said they cycled at least once a week, at over 28%, compared with Bishopsworth, Whitchurch park and Hengrove where less than 4% cycled regularly.

Significantly more men cycled than women (21% and 11% respectively) and more people who said they had ‘no religion’ cycled regularly, at 23%. There were fewer older people (10%), disabled people (3%), people of Muslim faith (8%) who rode a bike. Cycling is related to educational qualifications ranging from 4% of people with no qualifications to 28% of people with a higher degree. People living in social housing were less likely to cycle, at 7%.

% respondents who cycle to work 😊

Cycling to work has improved at 9%, higher than the level recorded in 2005/2006 when it was 7%. Nearly twice as many men cycled to work in 2013 (at 12%) compared to women (at 7%). Cycling to work was lower amongst older (5%) and disabled (1%) people and Black and minority ethnic groups (4%), but higher for people who stated their religion was ‘no faith’, at 13%. Further analysis (not shown) suggests cycling to work is associated with educational attainment ranging from 3% of people with no qualifications to 17% of people with a higher degree.

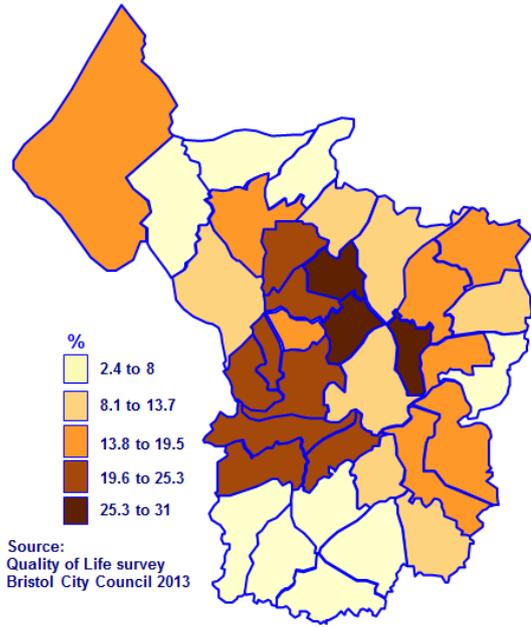
Neighbourhood Partnership Areas

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



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

Ward	%	lower confidence limit	upper confidence limit
Ashley	31	24.3	38.6
Avonmouth	14	8.7	22.6
Bedminster	22	15.6	30.3
Bishopston	29	22.1	36.5
Bishopsworth	4	1.3	9.2
Brislington East	15	9.7	22.0
Brislington West	15	10.1	22.8
Cabot	21	14.4	29.8
Clifton	22	14.7	30.9
Clifton East	22	13.9	32.0
Cotham	17	10.8	25.7
Easton	29	22.5	36.4
Eastville	15	9.7	23.5
Filwood	7	3.6	13.4
Frome Vale	14	8.7	21.3
Hartcliffe	7	3.6	13.9
Henbury	7	3.2	15.8
Hengrove	4	1.4	8.6
Henleaze	23	17.6	29.8
Hillfields	14	8.3	21.9
Horfield	14	8.7	20.6
Kingsweston	7	3.3	13.6
Knowle	13	8.4	20.8
Lawrence Hill	8	4.9	13.9
Lockleaze	8	4.3	14.7
Redland	23	16.4	30.8
Southmead	8	3.5	15.8
Southville	21	14.6	28.9
St George East	7	3.7	13.0
St George West	15	8.6	23.5
Stockwood	11	6.7	17.9
Stoke Bishop	13	8.1	19.8
Westbury-on-Trym	17	12.2	24.2
Whitchurch Park	2	0.8	7.1
Windmill Hill	23	17.0	31.1
BRISTOL	15.3	14.2	16.3
Question number	24		
Sample size	4301		
Year	2013		
Priority neighbourhoods	12.2	10.3	14.3
Older people	9.7	8.6	11.0
Disabled people	3.2	2.0	5.2
BME	12.8	9.4	17.2
Carer	14	11.9	16.2
LGBT	25	17.7	34.4
Male	21.1	19.2	23.0
Female	11.1	9.9	12.4
Christian	10.9	9.7	12.2
Muslim	8	3.3	16.9
No faith	22.6	20.6	24.7



Source: Quality of Life survey Bristol City Council 2013

