

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) ↓

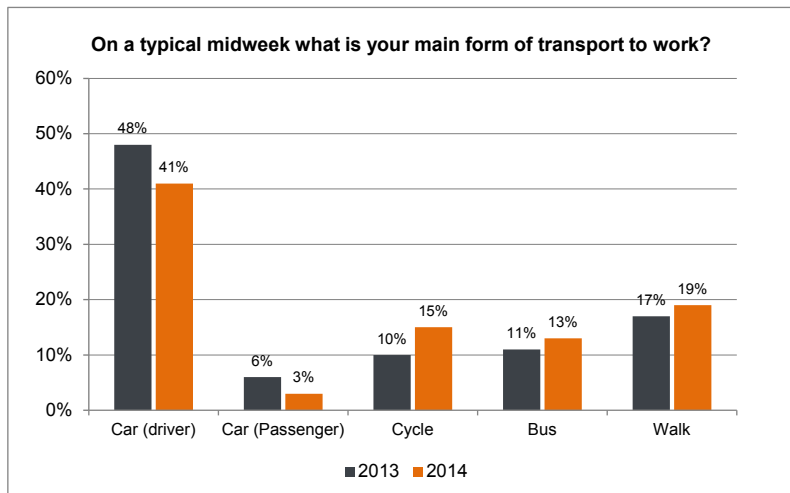
% respondents who go to work by other means ↑

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 (41%) travelled by car to work as drivers in 2014 compared to previous years (54% in 2009) and this indicates a sustainable trend to use other modes. Significantly fewer residents were drivers in the deprived parts of the city (35%) and the most regular car drivers lived in the peripheral wards like Whitchurch Park, Henbury, Stoke Bishop, Southmead, St George East and Bishopsworth (60% or more). Not surprisingly, fewer residents in the central areas of Southville, Lawrence Hill and Cabot drove to work (21% or less). The wards showing the biggest drop in drivers were Kingsweston at 48% (72% in 2009) and Westbury on Trym at 49% (74% in 2009). Equalities analysis indicated older people (48%) and carers (49%) were more likely to drive.

Other modes of transport to work:

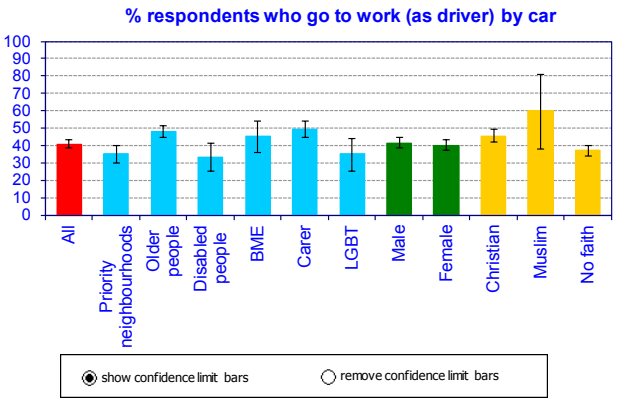
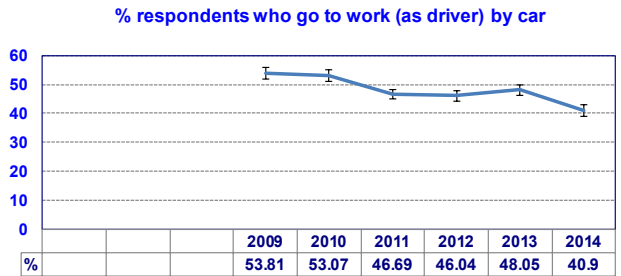
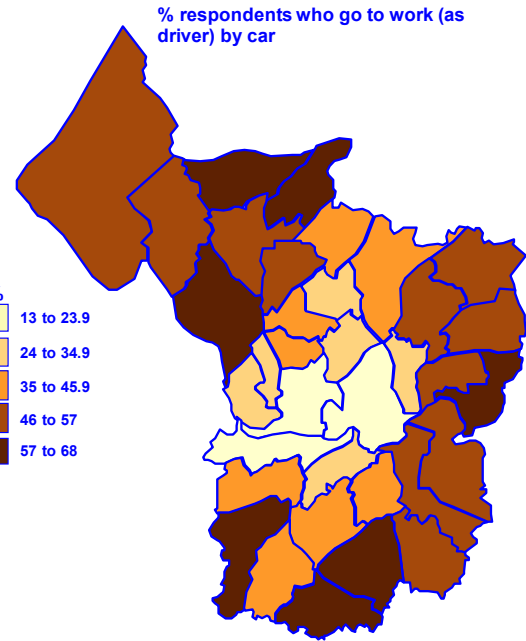
Some related indicators have shown the same behavioural change over the same period (since 2009); residents who travelled as a car passenger to work had decreased from 5% to 3% and residents who travelled to work by bus increased from 9% to 12%. A higher proportion of people in deprived areas were regular bus users (18%) particularly residents of Filwood (27%). Walking levels remained steady at 20% (18% in 2009). Cycling levels have increased from 9% in 2009 to 16% in 2014.



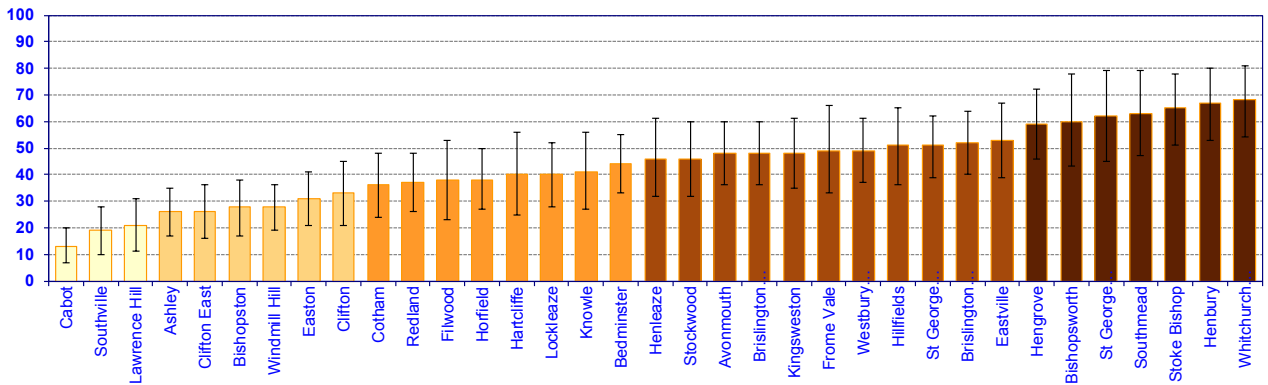
% respondents who go to work (as driver) by car

Ward	%	+/-	lower confidence limit	upper confidence limit
Ashley	26	10	17	35
Avonmouth	48	12	36	60
Bedminster	44	12	33	55
Bishopston	28	12	17	38
Bishopsworth	60	18	43	78
Brislington East	52	12	40	64
Brislington West	48	12	36	60
Cabot	13	6	7	20
Clifton	33	12	21	45
Clifton East	26	10	16	36
Cotham	36	12	24	48
Easton	31	10	21	41
Eastville	53	14	39	67
Filwood	38	16	23	53
Frome Vale	49	16	33	66
Hartcliffe	40	16	25	56
Henbury	67	14	53	80
Hengrove	59	12	46	72
Henleaze	46	14	32	61
Hillfields	51	14	36	65
Horfield	38	12	27	50
Kingsweston	48	14	35	61
Knowle	41	14	27	56
Lawrence Hill	21	10	11	31
Lockleaze	40	12	28	52
Redland	37	12	26	48
Southmead	63	16	47	79
Southville	19	10	10	28
St George East	62	18	45	79
St George West	51	12	39	62
Stockwood	46	14	32	60
Stoke Bishop	65	14	51	78
Westbury-on-Trym	49	12	37	61
Whitchurch Park	68	14	54	81
Windmill Hill	28	8	19	36
Bristol	40.9	2.1	38.8	43.0
Question number			20	
Sample size			2458	
Year			2014	
Priority neighbourhoods	34.9	5.0	30.0	39.9
Older people	47.9	3.3	44.6	51.2
Disabled people	33.0	8.1	25.1	41.3
BME	45	9	36	54
Carer	49.0	9.8	44.3	54.1
LGBT	35	10	25	44
Male	41.6	3.2	38.4	44.8
Female	40.2	2.8	37.4	43.0
Christian	45.4	3.5	42.1	49.0
Muslim	60	22	38	81
No faith	37.0	3.0	34.0	39.9

(Other faiths were not sufficiently represented to give accurate statistics. The number of muslim responders for some questions was also quite low.)



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



% 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 modes. 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 ↑

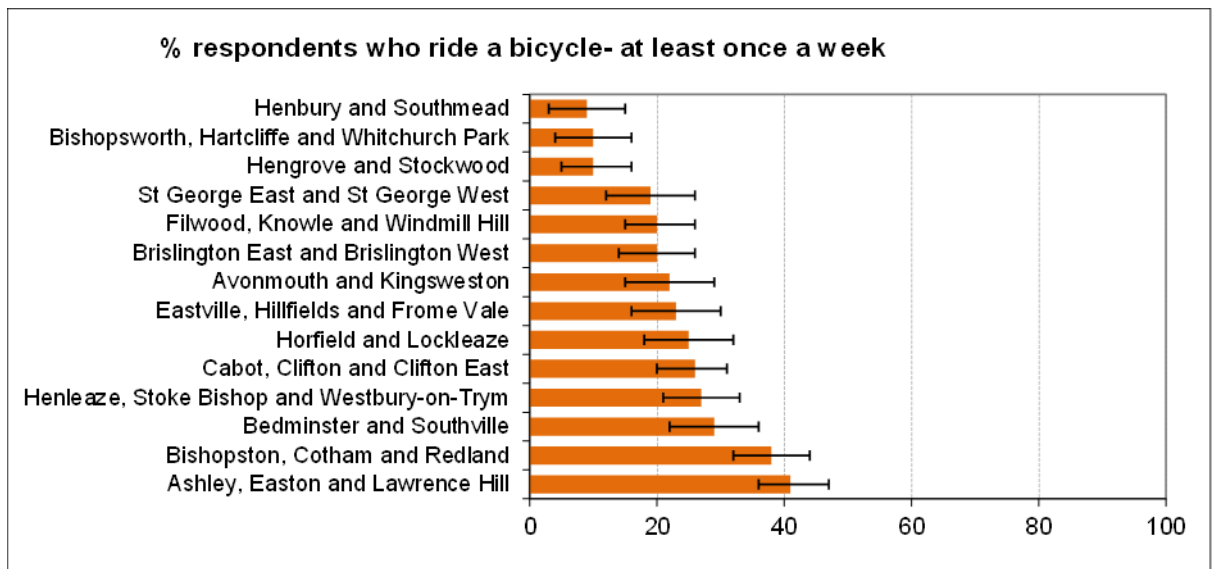
This indicator was introduced in the 2009 survey and in 2014 an increase in cycling was recorded for the first time, 24% of respondents said they cycled at least once a week (19% in 2009). Several factors influence cycling such as proximity to services, gradient of hills, cycle lanes and concern for personal safety. Over four times as many people in Ashley, Easton and Bishopston wards said they cycled at least once a week, at 40% or over, compared with Hartcliffe, Filwood and Whitchurch Park, Henbury, Southmead and Stockwood where 9% or less cycled regularly.

Significantly more men cycled than women (31% and 18% respectively) and more people who said they had ‘no religion’ cycled regularly, at 31%. There were fewer older people (12%) and disabled people (10%) who rode a bike.

% respondents who cycle to work ↑

Cycling to work has improved at 16%, higher than the level recorded in 2009 when it was 9%. The biggest rise in cycling to work was in Knowle ward from 5% in 2009 to 26% in 2014. One and a half times as many men cycled to work in 2014 (at 19%) compared to women (at 12%). Cycling to work was lower amongst older people (7%) and carers (10%).

Neighbourhood Partnership Areas



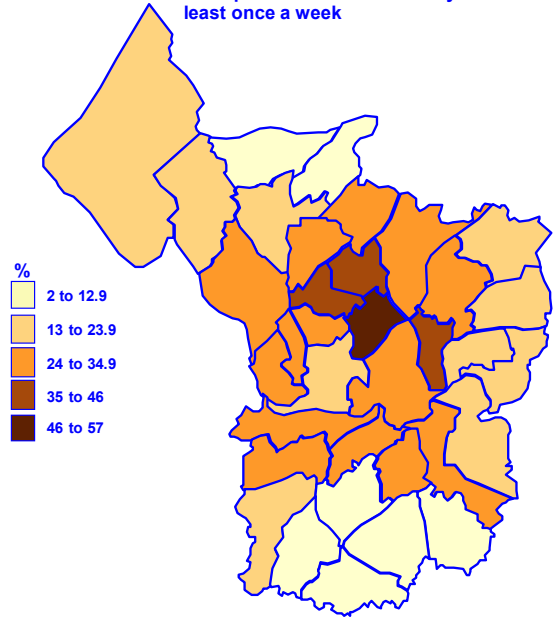
% respondents who ride a bicycle- at least once a week

Ward	%	+/-	lower confidence limit	upper confidence limit
Ashley	57	10	47	66
Avonmouth	22	10	12	31
Bedminster	27	10	17	36
Bishopston	43	12	32	54
Bishopsworth	19	14	4	33
Brislington East	14	8	6	21
Brislington West	26	10	16	36
Cabot	22	8	13	31
Clifton	28	12	16	39
Clifton East	30	10	20	39
Cotham	33	12	22	44
Easton	40	10	30	50
Eastville	25	12	13	36
Filwood	8	8	0	15
Frome Vale	23	14	10	36
Hartcliffe	2	4	0	5
Henbury	9	8	2	16
Hengrove	12	8	4	20
Henleaze	29	10	19	40
Hillfields	22	12	11	33
Horfield	24	10	14	34
Kingsweston	23	10	13	32
Knowle	27	12	15	38
Lawrence Hill	29	12	18	40
Lockleaze	25	10	15	35
Redland	37	10	28	47
Southmead	9	10	0	18
Southville	32	10	23	42
St George East	17	12	6	27
St George West	20	8	12	29
Stockwood	9	8	1	16
Stoke Bishop	30	12	19	42
Westbury-on-Trym	22	8	13	31
Whitchurch Park	8	6	2	15
Windmill Hill	25	8	17	33
Bristol	24.5	1.8	22.8	26.3

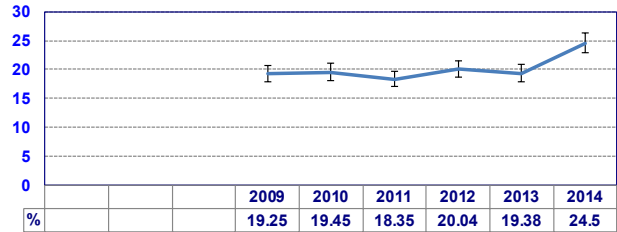
Question number	21			
Sample size	3231			
Year	2014			
Priority neighbourhoods	22.0	3.7	18.4	25.7
Older people	12.4	1.6	10.8	14.0
Disabled people	10.0	4.0	6.1	14.0
BME	25	8	17	33
Carer	19.0	6.8	15.4	22.2
LGBT	22	8	14	29
Male	31.1	2.8	28.3	33.9
Female	17.9	1.9	16.0	19.8
Christian	18.3	2.5	16.0	21.0
Muslim	35	25	11	60
No faith	30.6	2.7	27.9	33.3

(Other faiths were not sufficiently represented to give accurate statistics. The number of muslim responders for some questions was also quite low.)

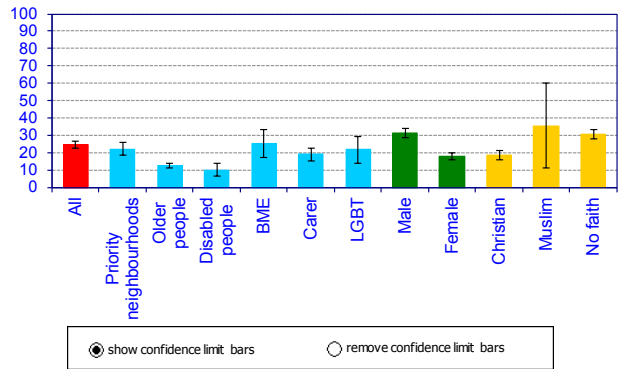
% respondents who ride a bicycle- at least once a week



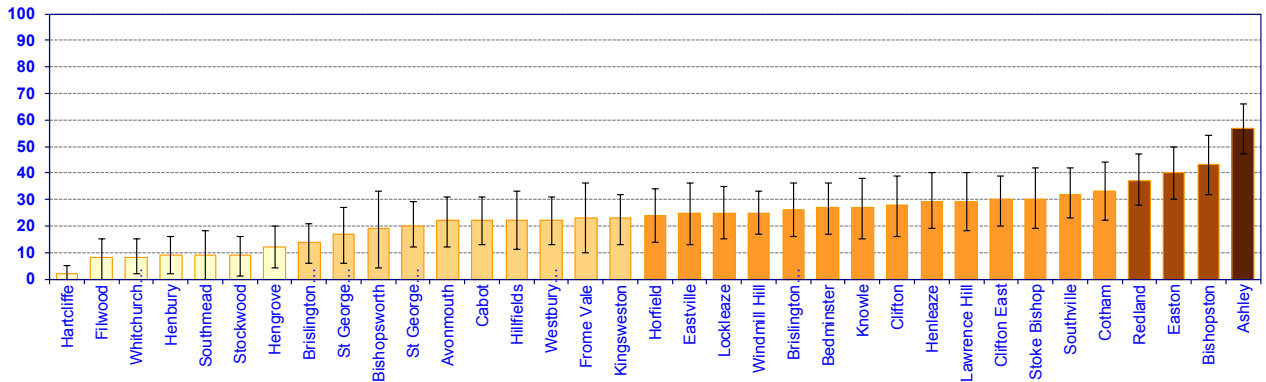
% respondents who ride a bicycle- at least once a week



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



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



% respondents who are satisfied with the bus service ↓**% respondents who are satisfied with information on bus services ↔****% respondents who are satisfied with bus stops and shelters**

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 ↓

From 2009 to 2012, satisfaction with the local bus service looked as if it might be on a gradual upward trend, rising from 53% in 2009 to 56% in 2012, before falling steeply, in 2013, to 48%. Although it has risen slightly to 50% in 2014, satisfaction is still lower than in 2009.

Levels of satisfaction were below average in Whitchurch Park and Ashley, at 28% and 33% respectively. Older people (58%) and people of Muslim faith (78%) were most satisfied with the bus service.

% respondents who are satisfied with information on bus services ↔

Satisfaction with information on local bus services has remained steady since 2009, when it measured 47% to 49% in 2014. Residents were less satisfied with information in Ashley (31%), Filwood (32%), Cabot (34%), Whitchurch Park (37%) and Windmill Hill (37%).

% respondents satisfied with bus stops and shelters

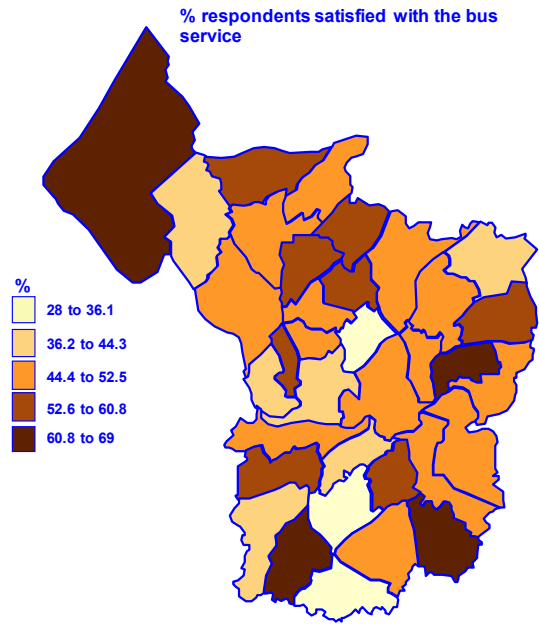
59% of residents were satisfied with bus stops and shelters. Wards where satisfaction was below average were Filwood and Whitchurch Park, at 27% and 41% respectively.

% respondents satisfied with the bus service

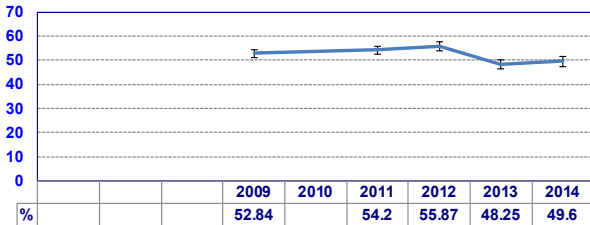
Ward	%	+/-	lower confidence limit	upper confidence limit
Ashley	33	10	23	43
Avonmouth	69	10	58	79
Bedminster	56	12	45	68
Bishopston	57	10	46	67
Bishopsworth	42	14	28	55
Brislington East	49	10	39	59
Brislington West	52	12	41	64
Cabot	38	12	26	51
Clifton	42	12	30	54
Clifton East	56	10	45	67
Cotham	45	12	34	57
Easton	50	10	40	60
Eastville	46	12	34	58
Filwood	36	12	24	49
Frome Vale	41	14	27	55
Hartcliffe	69	14	54	83
Henbury	60	14	47	73
Hengrove	48	12	37	59
Henleaze	57	12	45	69
Hillfields	58	14	45	71
Horfield	56	12	45	68
Kingsweston	42	12	30	53
Knowle	57	12	45	69
Lawrence Hill	48	12	35	61
Lockleaze	46	12	35	57
Redland	46	10	36	56
Southmead	49	16	33	64
Southville	49	10	38	59
St George East	46	16	31	61
St George West	64	10	53	75
Stockwood	68	12	57	79
Stoke Bishop	47	12	35	60
Westbury-on-Trym	48	10	38	58
Whitchurch Park	28	12	17	39
Windmill Hill	41	10	32	51
Bristol	49.6	2.1	47.5	51.7

Question number	14a			
Sample size	2992			
Year	2014			
Priority neighbourhoods	49.4	4.8	44.6	54.2
Older people	57.9	2.5	55.4	60.4
Disabled people	54.0	6.3	48.0	60.5
BME	45	9	36	53
Carer	52.0	8.3	47.9	56.2
LGBT	49	10	39	59
Male	48.7	3.0	45.7	51.7
Female	50.4	2.6	47.8	53.0
Christian	52.3	2.8	49.4	55.0
Muslim	78	19	60	97
No faith	47.0	3.1	43.9	50.1

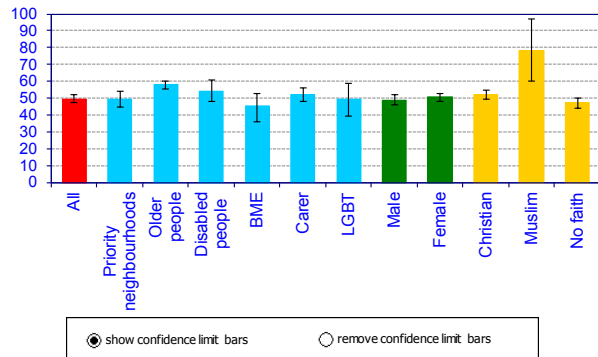
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