

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 travel to work by car (as driver) ↓

% respondents who think, over the past 2 years, their neighbourhood has got worse/betterfor traffic congestion

Traffic congestion is directly related to the proportion of residents who regularly drive to work. Congestion incurs not just an economic cost, but also has a negative environmental and health impact due to vehicle exhaust emissions. There is an increasing body of evidence that traffic-related air pollution is a cause of premature death and contributes to climate change. These indicators measure if there is behavioural change to more sustainable modes (car sharing, bus, cycle, walk) in preference to cars for regular, short journeys (see page 28).

% respondents who travel to work by car (as driver) ↓

There was a rise in the percentage of residents travelling to work by car in the last year, from 41% (in 2014) to 44%, which may be related to the marked fall in fuel prices in late 2015. However the medium term trend for people driving to work is downwards, from 53% in 2010. Most regular car drivers lived in wards on the periphery of the city such as Stockwood, Henbury & Brentry, Bishopsworth and St George Troopers Hill (60% or more). Unsurprisingly, fewer people in the central areas of Cotham, Central, Lawrence Hill and Windmill Hill drove to work (less than one in four residents). Equalities analysis indicated older people (47%) and carers (49%) were more likely to drive, whilst fewer disabled people (34%) travelled to work by car.

% respondents who think, over the past 2 years, their neighbourhood has got worse/betterfor traffic congestion

The majority of residents (57%) think that traffic congestion in their neighbourhood has got worse over the past two years. A particular problem is reported in North and South-East Bristol: Southmead (79%), Westbury-on-Trym & Henleaze (74%), Horfield (73%) and Brislington West (79%). More older people (64%) and carers (66%) believe that traffic congestion has got worse than the average. Fewer people in deprived areas (50%) feel it has got worse.

In contrast, only 6% of residents think traffic congestion has actively got better over the past two years. Areas where the greatest improvement appears to have occurred are Cotham (25%), Clifton Down (20%) and Clifton (20%) wards. A higher proportion of people living in deprived areas (8%) say traffic congestion is better.

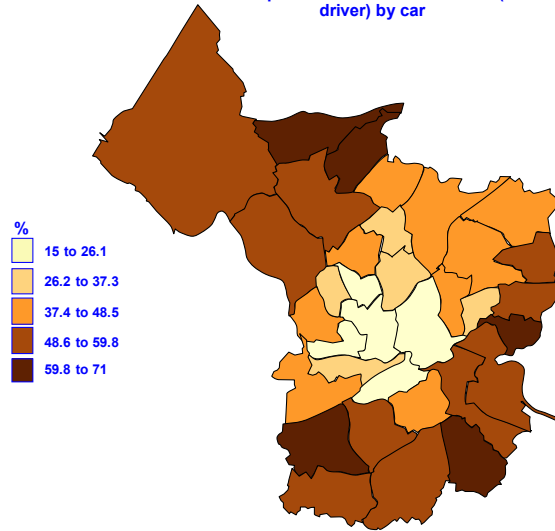
% respondents who travel to work (as driver) by car

Ward	%	lower confidence limit	upper confidence limit
Ashley	31	22	43
Avonmouth & Lawrence Weston	50	38	61
Bedminster	42	31	54
Bishopston & Ashley Down	27	19	38
Bishopsworth	61	47	73
Brislington East	56	44	68
Brislington West	51	39	63
Central	17	10	28
Clifton	40	28	53
Clifton Down	31	22	42
Cotham	15	9	25
Easton	40	28	52
Eastville	46	36	57
Filwood	52	40	64
Frome Vale	48	36	61
Hartcliffe & Withywood	57	46	67
Henbury & Brentry	65	53	75
Hengrove & Whitchurch Park	59	46	70
Hillfields	59	45	71
Horfield	38	24	53
Hotwells & Harbourside	26	17	38
Knowle	43	32	56
Lawrence Hill	23	15	33
Lockleaze	46	34	58
Redland	40	30	50
St George Central	57	45	68
St George Troopers Hill	60	47	73
St George West	36	25	48
Southmead	60	47	72
Southville	28	20	39
Stockwood	71	56	82
Stoke Bishop	56	44	68
Westbury-on-Trym & Henleaze	56	47	65
Windmill Hill	23	15	33

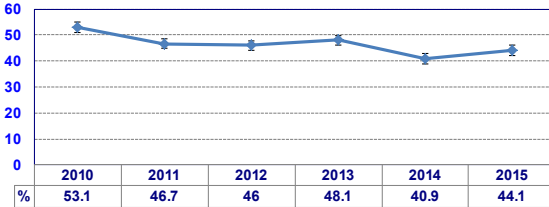
Bristol	44.1	42.1	46.1
Question number	Q21		
Sample size	2730		
Year	2015		
Deprived Areas	37.0	32.0	42.0
Older people	46.9	43.8	50.1
Disabled people	34.0	26.7	41.9
BME	44	37	51
Carer	49.0	44.0	54.0
LGBT	32	24	42
Male	45.7	42.7	48.9
Female	42.5	39.9	45.0
Christian	47.6	44.6	50.7
Muslim	48	34	63
No faith	37.6	35.0	40.2

Please note - these are for the new wards for Bristol City Council, effective May 2016. Also, a few indicators are new or have been re-recorded such that there is no previous trend data available.

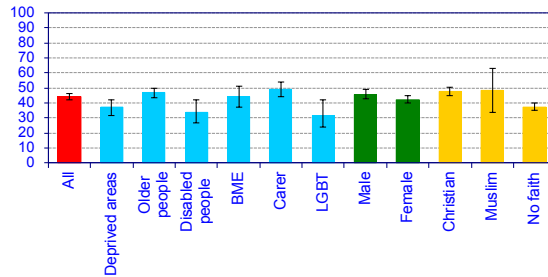
% respondents who travel to work (as driver) by car



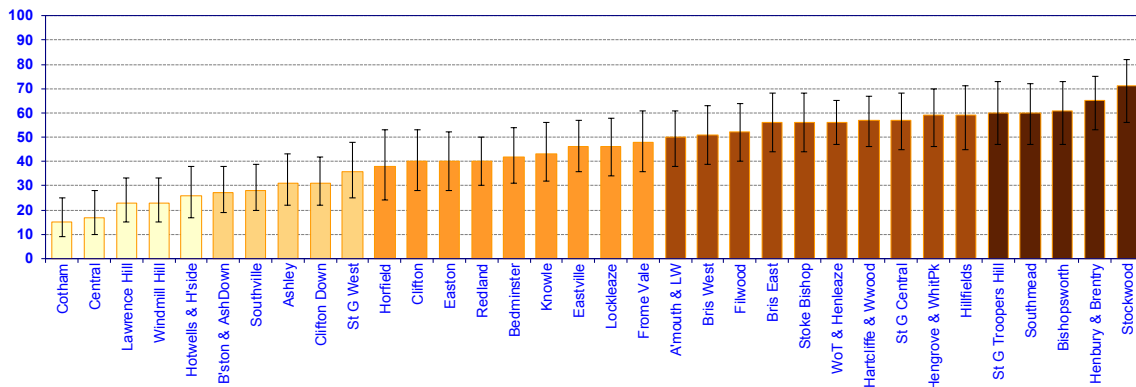
% respondents who travel to work (as driver) by car



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



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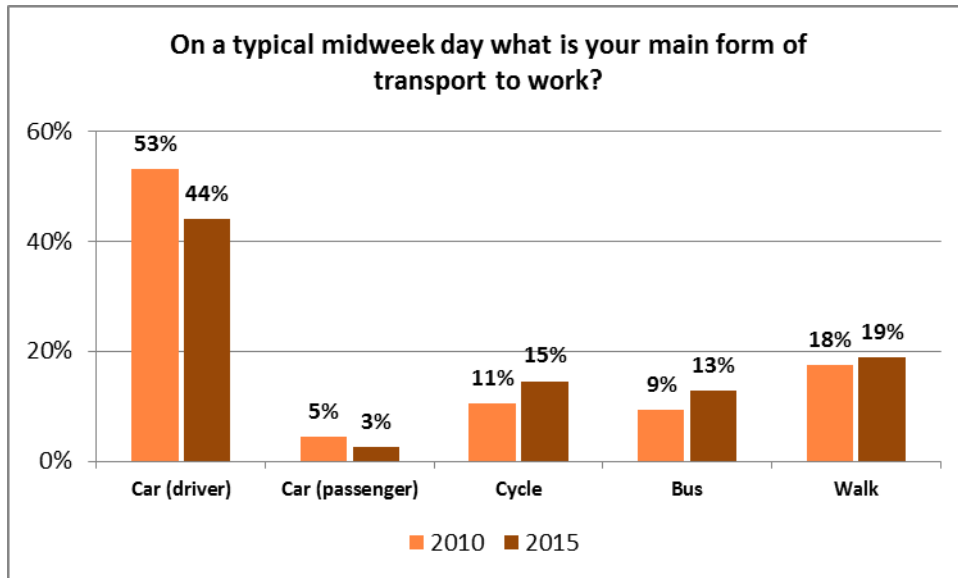
% respondents who cycle to work ↑

% respondents who walk to work ↔

% respondents who travel to work by bus ↑

These alternative modes of transport in the city have less of an impact on the environment than driving a car. Cycling and walking are cheaper than driving a car and beneficial for improving health and fitness. They help lower blood pressure and improve 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.

Despite appearing to plateau in the past year, cycling levels still show an increase from 11% in 2010 to 15% in 2015. Over the same period, the percentage of people walking to work remained steady at 19% (18% in 2010). The proportion of 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 13%.



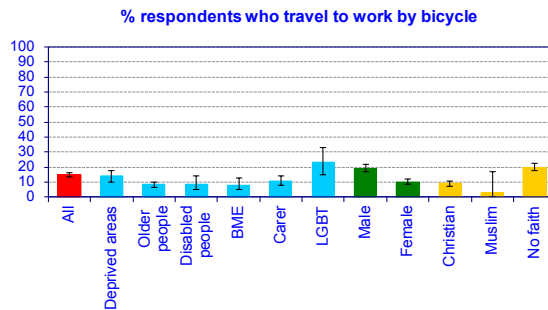
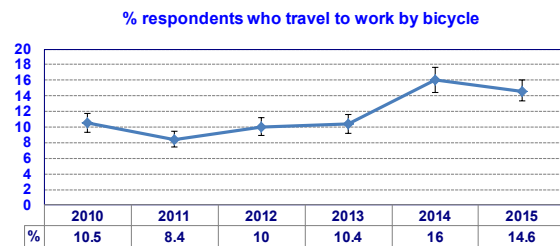
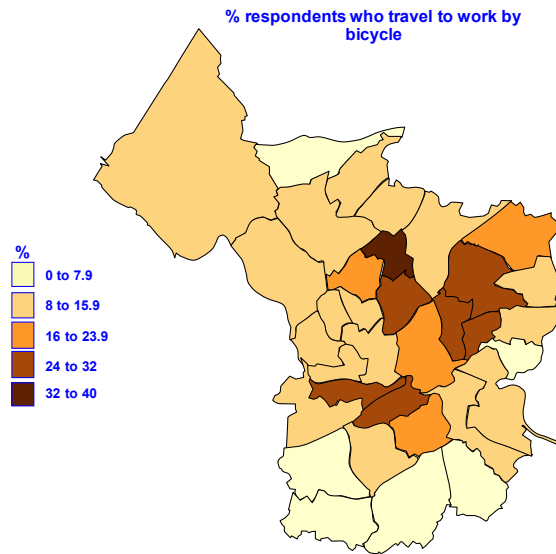
Wards near the centre of the city had the highest prevalence of residents riding a bike to work: two out of five of commuters in Bishopston & Ashley Down; three out of ten commuters in Southville and Easton; and one out of four commuters in Eastville, Ashley, Windmill Hill and St George West. Whilst wards on Bristol’s periphery recorded the lowest proportion of residents cycling to work in the city. One in twenty, or fewer, commuters rode a bike to work in Hengrove & Whitchurch Park, Hartcliffe & Withywood, St George Troopers Hill, Stockwood, Bishopsworth and Henbury & Brentry.

Equalities analysis demonstrated that men (19%) and younger people (18%) were more likely to cycle. A higher proportion of disabled people were regular bus users (22%).

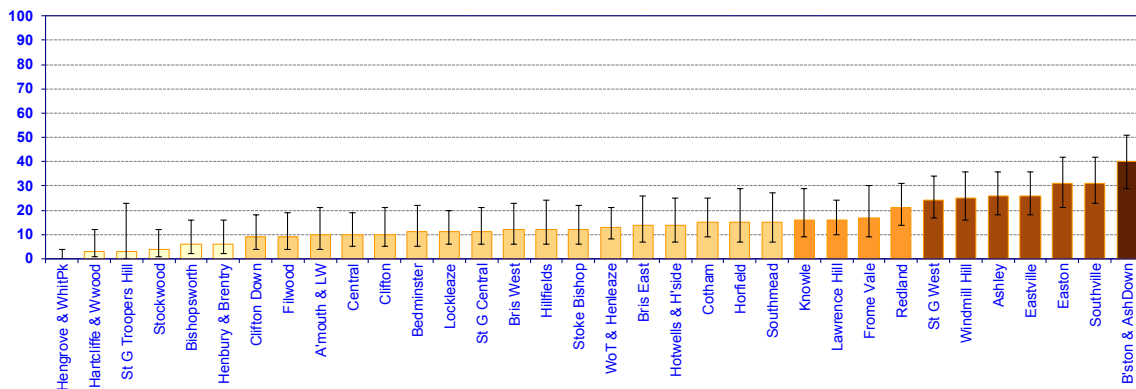
% respondents who travel to work by bicycle

Ward	%	lower confidence limit	upper confidence limit
Ashley	26	18	36
Avonmouth & Lawrence Weston	10	4	21
Bedminster	11	5	22
Bishopston & Ashley Down	40	29	51
Bishopsworth	6	2	16
Brislington East	14	7	26
Brislington West	12	6	23
Central	10	5	19
Clifton	10	5	21
Clifton Down	9	4	18
Cotham	15	9	25
Easton	31	21	42
Eastville	26	18	36
Filwood	9	4	19
Frome Vale	17	9	30
Hartcliffe & Withywood	3	1	12
Henbury & Brentry	6	2	16
Hengrove & Whitchurch Park	0	0	4
Hillfields	12	6	24
Horfield	15	7	29
Hotwells & Harbourside	14	7	25
Knowle	16	9	29
Lawrence Hill	16	10	24
Lockleaze	11	6	20
Redland	21	14	31
St George Central	11	6	21
St George Troopers Hill	3	0	23
St George West	24	17	34
Southmead	15	7	27
Southville	31	23	42
Stockwood	4	1	12
Stoke Bishop	12	6	22
Westbury-on-Trym & Henleaze	13	8	21
Windmill Hill	25	16	36
Bristol	14.6	13.3	16.1
Question number	Q21		
Sample size	2730		
Year	2015		
Deprived Areas	14.0	10.0	18.0
Older people	8.3	6.8	10.1
Disabled people	8.4	4.9	14.1
BME	8	5	13
Carer	11.0	8.0	14.0
LGBT	23	15	33
Male	19.0	16.7	21.6
Female	10.3	8.8	11.9
Christian	9.1	7.5	10.9
Muslim	3	0	17
No faith	20.0	17.8	22.4

Please note - these are for the new wards for Bristol City Council, effective May 2016. Also, a few indicators are new or have been re-recorded such that there is no previous trend data available.



% respondents who travel to work by bicycle



% 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 ↓

Satisfaction with the local bus service fell steeply to 48% in 2013 from a high of 56% in 2012 and has remained flat over the past two years, measuring 50% in 2015.

Levels of satisfaction were below average in Southville, Filwood and Hengrove & Whitchurch Park wards, at 33%, 39% and 40% respectively. Satisfaction was above average for Henbury & Brentry ward (62%). Older people, at 58%, were the group most satisfied with their bus service, whilst women (53%) tended to be more satisfied than men (48%).

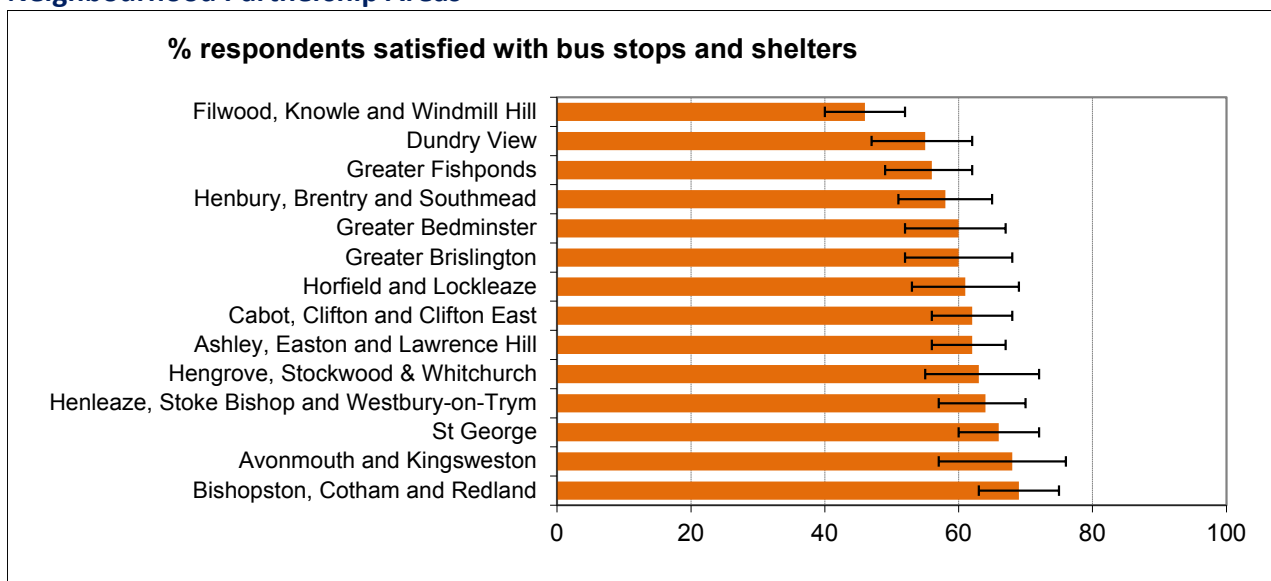
% respondents who are satisfied with information on bus services ↔

Satisfaction with information on local bus services has remained unchanged since 2010, at 50%. Residents were less satisfied with information in Clifton (34%) and Windmill Hill (38%). Older people reported higher satisfaction (55%).

% respondents satisfied with bus stops and shelters ↔

61% of residents were satisfied with bus stops and shelters in 2015, not significantly different to 2013, when it measured 62%. Wards where satisfaction was below average were Filwood and Windmill Hill, at 37% and 39% respectively. Satisfaction was above average for Bishopston & Ashley Down (80%), St George West (74%), Clifton Down (72%), St George Central (70%) and Westbury-on-Trym & Henleaze (69%). Older people were the group most satisfied with bus stops and shelters, at 64%, whilst disabled people (55%) were less satisfied than non-disabled people (63%) and deprived areas (57%) less satisfied than non-deprived areas (62%).

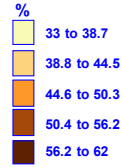
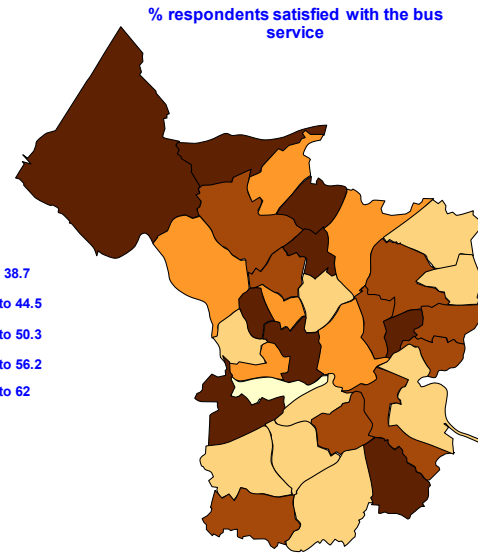
Neighbourhood Partnership Areas



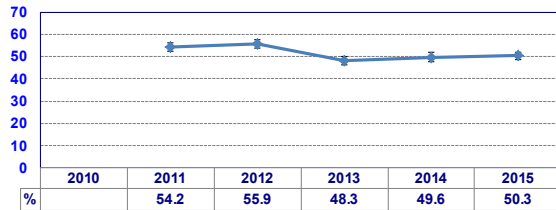
% respondents satisfied with the bus service

Ward	%	lower confidence limit	upper confidence limit
Ashley	42	32	53
Avonmouth & Lawrence Weston	60	49	70
Bedminster	60	47	71
Bishopston & Ashley Down	60	49	70
Bishopsworth	42	32	53
Brislington East	42	32	52
Brislington West	55	43	66
Central	58	45	69
Clifton	39	29	51
Clifton Down	61	50	71
Cotham	45	33	56
Easton	54	44	64
Eastville	55	45	64
Filwood	39	30	49
Frome Vale	43	31	55
Hartcliffe & Withywood	54	44	64
Henbury & Brentry	62	51	72
Hengrove & Whitchurch Park	40	31	50
Hillfields	39	28	51
Horfield	57	46	68
Hotwells & Harbourside	50	37	62
Knowle	55	44	66
Lawrence Hill	49	40	59
Lockleaze	48	38	58
Redland	56	46	65
St George Central	55	44	64
St George Troopers Hill	51	39	63
St George West	61	50	71
Southmead	47	36	58
Southville	33	24	43
Stockwood	62	47	74
Stoke Bishop	45	33	57
Westbury-on-Trym & Henleaze	52	45	60
Windmill Hill	43	32	54
Bristol	50.3	48.4	52.1
Question number	rQ14a		
Sample size	3656		
Year	2015		
Deprived Areas	52.0	47.0	56.0
Older people	57.3	55.0	59.5
Disabled people	50.0	44.9	55.5
BME	53	46	59
Carer	50.0	46.0	54.0
LGBT	49	40	59
Male	47.8	45.0	50.7
Female	52.7	50.2	55.1
Christian	56.9	54.5	59.1
Muslim	50	34	66
No faith	47.6	45.0	50.2

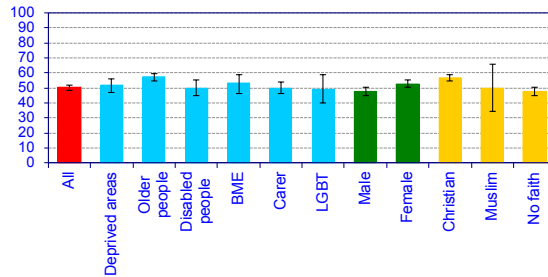
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% respondents satisfied with the bus service



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