

Bristol

Walking and Cycling Index 2025



Our vision for walking, wheeling and cycling



Councillor Ed Plowden

Chair of the Transport and Connectivity Policy Committee
Bristol City Council

Walking, wheeling, and cycling are vital to keeping Bristol on the move – from promoting healthier lifestyles and providing cleaner air, to increasing resilience in the face of the ever-present climate emergency.

And it appears residents agree, with this year's report showing that 62% of residents walk or wheel at least five days a week and 24% cycle at least five days a week. This is a clear sign of how important these modes of travel are to daily life.

Since forming this administration, active travel has been central to our transport strategy. In the past two years, we have completed an array of projects designed to this end, including the pedestrianisation of Princess Victoria Street and improvements to active travel infrastructure at Old Market Gap. We've also continued encouraging residents to travel sustainably through the provision of cycle hangars, active travel offers and School Streets, amongst other measures.

The report highlights strong public support for shifting investment towards active travel schemes, which is encouraging as we look ahead. From the proposed creation of 3.5km of new cycle tracks around the city centre, to the planned pedestrianisation of Horsefair and Penn Street, the future of active travel in Bristol remains bright.

However, while we're proud of our progress, there is still much to do to bring everyone with us on this journey. While the report's findings are positive, transport experiences in Bristol remain unequal across demographics. We must listen to these concerns and ensure that inclusivity is key to how we design and deliver our schemes. By addressing these inequalities proactively, we can create a transport system that works for all.

Active travel is already positively impacting our vibrant city. Together, we can build a Bristol where walking, wheeling and cycling are the obvious choices for shorter journeys, helping us all become healthier, happier and better connected.

Contents

Headlines	4
Walking and wheeling	6
Cycling	8
Benefits of walking and wheeling	10
Benefits of cycling	12
Walking and wheeling solutions	14
Cycling solutions	16
Neighbourhood solutions	18
Developing the city	20
Looking forward	22



The Walking and Cycling Index

The Walking and Cycling Index is the biggest assessment of walking, wheeling and cycling in the UK and Ireland. It is delivered by Walk Wheel Cycle Trust (formerly Sustrans) in collaboration with 22 regional and local partners. Each area reports on the progress made towards making walking, wheeling and cycling a more attractive, everyday way to travel.

The Walking and Cycling Index reports every two years. This is the sixth report from Bristol, produced in partnership with Bristol City Council. The data in this report comes from 2025 and includes local walking, wheeling and cycling data, modelling and an independent, demographically representative survey of 1,114 residents aged 16 or above. The survey was conducted from March to June 2025. Social research organisation NatCen conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle.

Across this report we have included comparisons to 2023 data where available.

Our thanks to the people of Bristol who took part in the survey and shared their stories with us.

More details on all reports and an interactive data tool to explore the data in more depth can be found at www.walkwheelcycletrust.org.uk/walking-cycling-index



Defining wheeling

Some people who use a wheelchair or a mobility scooter may not identify with the term walking and may prefer to use the term wheeling. We use the terms walking and wheeling together to ensure we are as inclusive as possible.

Headlines

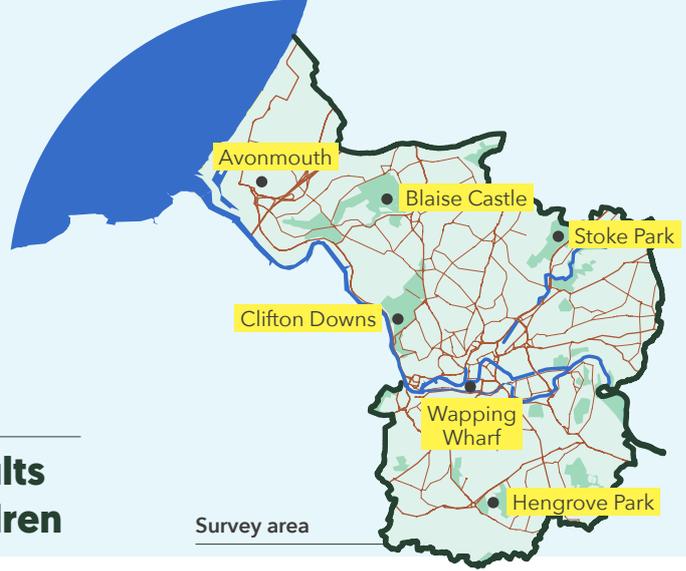
Bristol

Population^[i]

494,399

412,064 adults

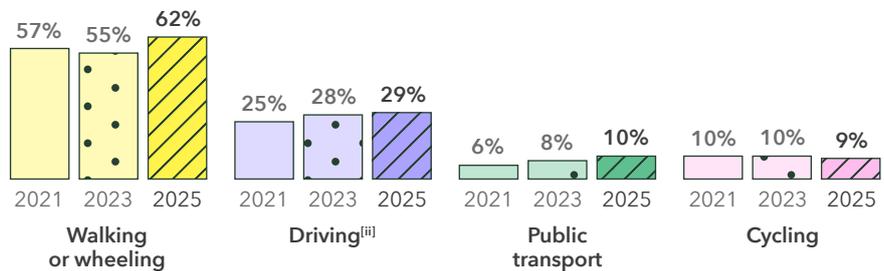
82,335 children



Frequency of different modes of travel

Walking and wheeling is the most common mode of travel amongst Bristol residents. Since 2023 walking and wheeling appears to be increasing.

Residents who travel by the following modes five or more days a week in the city



i. ONS mid-year 2024 population estimates. This is the most recent available for Bristol.

ii. Travelling as driver or passenger of car, van or motorcycle.

Walking, wheeling and cycling participation is not equal

Residents' travel choices and their perceptions of walking, wheeling and cycling sometimes vary widely between different groups.

62%

of residents walk or wheel at least five days a week

Proportion of residents who walk or wheel at least five days a week

58% of people aged 16-25

55% of people aged 66+

24%

of residents cycle at least once a week

Proportion of residents who cycle at least once a week

20% of people from ethnic minority groups

24% of white people

Not all residents feel safe and welcome in their neighbourhood

Proportion of residents who think it's safe to walk or wheel in their local area^[iii]

60% of socio-economic group DE

75% of socio-economic group AB

Proportion of residents who think it's safe to cycle in their local area^[iv]

37% of women

41% of men

Proportion of residents who feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

69% of disabled people

76% of non-disabled people

iii. Socio-economic groups AB are managerial while groups DE are manual occupations, homemakers and people not in employment. See page 6 for full definitions.

iv. See footnote on page 6.

Everyone benefits when more people walk, wheel and cycle

Based on modelling of survey data, every year, walking, wheeling and cycling:

prevents
1,185
serious long-term
health conditions

creates
£505.6 million
in economic benefit for
individuals and the city

saves
34,000 tonnes
of greenhouse gas emissions

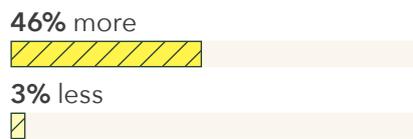
Walking, wheeling and cycling reduces congestion by taking up to 180,000 cars off the roads every day.

Residents want to walk, wheel and cycle more and drive less

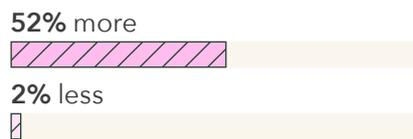
Percentage of residents who would like to use different types of transport more or less in the future:

28% of residents want to drive less. 40% of residents agree that they often use a car because no other transport options are available.

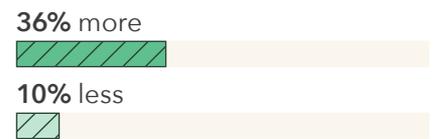
Walk or wheel



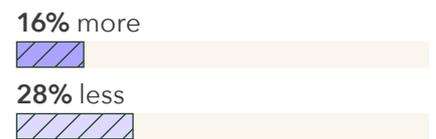
Cycle



Take public transport

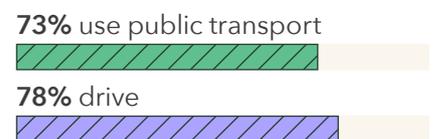
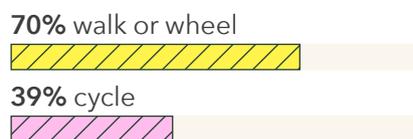


Drive



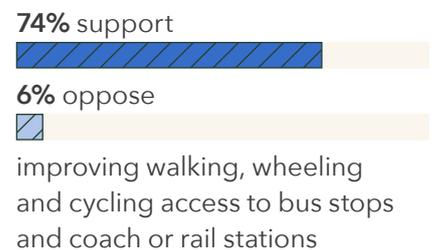
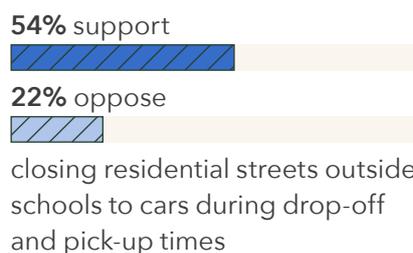
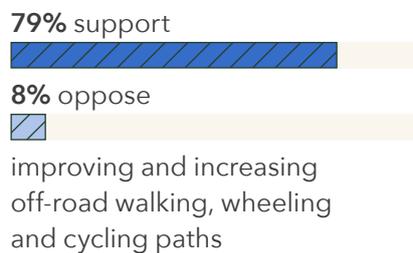
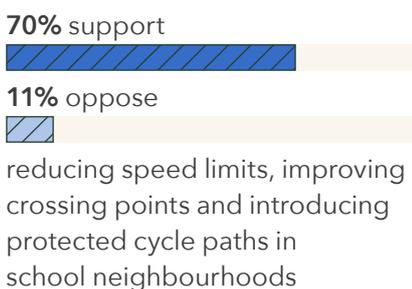
Cycling is seen as less safe than other forms of transport

Percentage of residents who think it's safe in their local area to:



Residents support more connected neighbourhoods

60% of residents support shifting investment from road-building schemes to fund walking, wheeling, cycling and public transport. 17% oppose such a shift.



v. Local places with services and amenities nearby your home are often known as 20-minute neighbourhoods.

Walking and wheeling

Participation, safety and satisfaction



Walking and wheeling participation

Overall in Bristol the number of residents walking and wheeling at least five days a week has increased since 2023.

Encouragingly, the majority of residents feel it's safe to walk or wheel in their local area, however less than half think it's safe for children.

96%

of all residents walk or wheel

95% in 2023

62%

of all residents walk or wheel at least five days a week

55% in 2023

Proportion of residents who walk or wheel at least five days a week

Gender and sexuality⁽ⁱ⁾

62% of women

55% in 2023

61% of men

57% in 2023

77% of LGBTQ+ people

58% in 2023

60% of non-LGBTQ+ people

53% in 2023

Ethnicity

56% of people from ethnic minority groups

51% in 2023

63% of white people

56% in 2023

Age

58% of people aged 16-25

61% in 2023

72% of people aged 26-35

62% in 2023

65% of people aged 36-45

54% in 2023

58% of people aged 46-55

52% in 2023

53% of people aged 56-65

49% in 2023

55% of people aged 66+

49% in 2023

Disability

53% of disabled people

47% in 2023

65% of non-disabled people

59% in 2023

Socio-economic group⁽ⁱⁱⁱ⁾

67% of AB

60% in 2023

65% of C1

59% in 2023

40% of C2

29% in 2023

52% of DE

50% in 2023

i. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and is not shown.

ii. Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

Walking and wheeling safety and satisfaction

70%

of all residents think it's safe to walk or wheel in their local area

62% in 2023

44%

of all residents think it's safe for children to walk or wheel in their local area

42% in 2023

76%

of all residents think their local area overall is a good place to walk or wheel

67% in 2023

Proportion of residents who think it's safe to walk or wheel in their local area

Gender and sexuality

70% of women



62% in 2023

71% of men



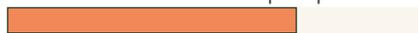
62% in 2023

73% of LGBTQ+ people



68% in 2023

70% of non-LGBTQ+ people



61% in 2023

Ethnicity

67% of people from ethnic minority groups



62% in 2023

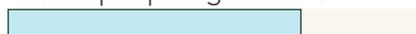
71% of white people



62% in 2023

Age

71% of people aged 16-25



63% in 2023

71% of people aged 26-35



65% in 2023

68% of people aged 36-45



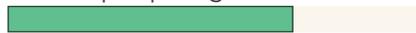
63% in 2023

67% of people aged 46-55



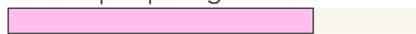
62% in 2023

69% of people aged 56-65



51% in 2023

74% of people aged 66+



57% in 2023

Disability

65% of disabled people



59% in 2023

72% of non-disabled people



63% in 2023

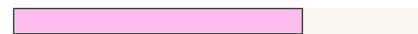
Socio-economic group

75% of AB



62% in 2023

70% of C1



67% in 2023

67% of C2



55% in 2023

60% of DE



50% in 2023



Abdul Hassanin

I live in north Bristol near to the University of the West of England campus. This area is great as it is full of green spaces.

Walking here makes me breathe deeply and think deeply. Sometimes, it helps with my writing and research. I feel calm, physically and mentally I'm better, and the air is cleaner.

I even like the smell of the green spaces.

My baby has just started to walk, so we go to Stoke Park for her to walk about. I feel very lucky to have two huge parks near me.



Participation, safety and satisfaction



Cycling participation

There is great potential for cycling in Bristol with a quarter of residents cycling at least once a week.

Encouragingly, perceptions of safety have improved since 2023.

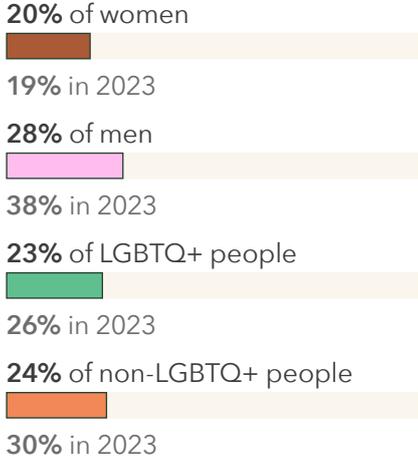
Safety, including road safety and personal safety, is the single largest barrier to cycling.^[i]

45%
of all residents cycle
47% in 2023

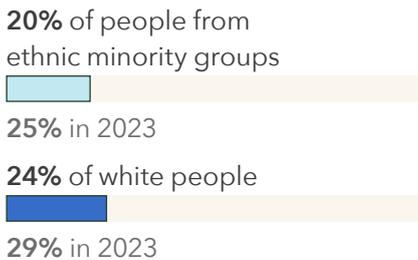
24%
of all residents cycle at least once a week
28% in 2023

Proportion of residents who cycle at least once a week

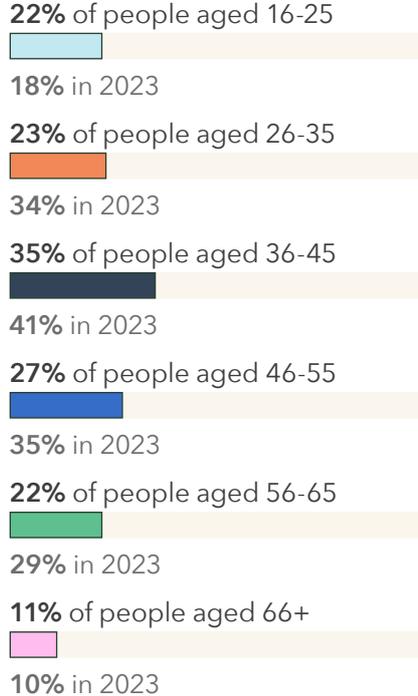
Gender and sexuality



Ethnicity



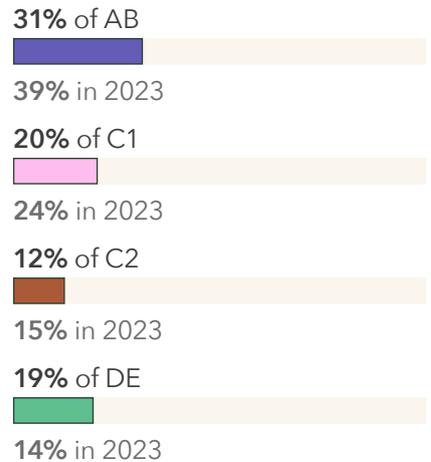
Age



Disability



Socio-economic group



i. See Bike Life 2019 Bristol report.

Cycling safety and satisfaction

39%

of all residents think it's safe to cycle in their local area

36% in 2023

24%

of all residents think it's safe for children to cycle in their local area

27% in 2023

49%

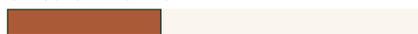
of all residents think their local area overall is a good place to cycle

42% in 2023

Proportion of residents who think it's safe to cycle in their local area

Gender and sexuality

37% of women



35% in 2023

41% of men



37% in 2023

36% of LGBTQ+ people



39% in 2023

41% of non-LGBTQ+ people



35% in 2023

Ethnicity

39% of people from ethnic minority groups



48% in 2023

39% of white people



33% in 2023

Age

36% of people aged 16-25



39% in 2023

39% of people aged 26-35



36% in 2023

42% of people aged 36-45



43% in 2023

36% of people aged 46-55



38% in 2023

39% of people aged 56-65



26% in 2023

44% of people aged 66+



31% in 2023

Disability

36% of disabled people



36% in 2023

40% of non-disabled people



36% in 2023

Socio-economic group

35% of AB



35% in 2023

43% of C1



43% in 2023

40% of C2



24% in 2023

39% of DE



28% in 2023



Karen and Matt

We've formed a group with other parents at our children's school to promote active travel around the school environment with interventions like play streets and kid's zones. As well as bikeability sessions and installing bike parking to encourage cycling.

But as it is, not many people cycle to school because roads are busy with few places to park bikes. Overall, the number of cargo bikes has increased during school drop-off and pick-up because of things like the play street.

We hope numbers will continue to rise and one day, a School Street can make it even safer to cycle to school.

Benefits of walking and wheeling

Why everyone gains when more people walk or wheel

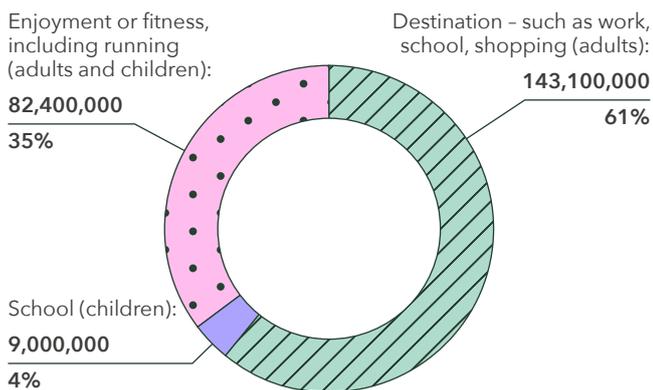


Together, Bristol residents walk or wheel 26 times around the world every day

Walking and wheeling improves health and air quality, saves the NHS money, and reduces congestion.

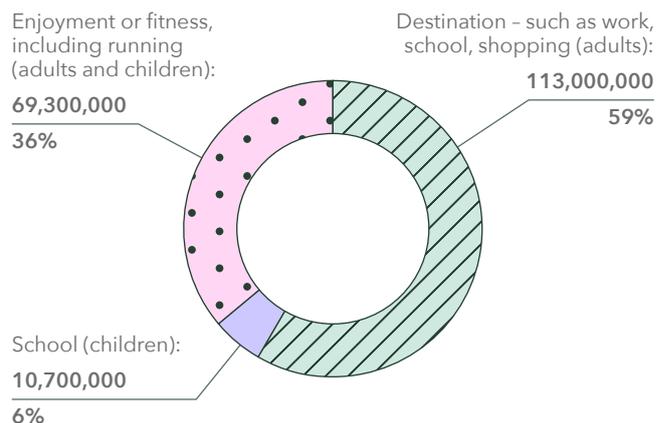
Annual walking and wheeling trips by purpose

234.4 million trips in 2025 which add up to **239.4 million miles**



Average walking or wheeling trip distance: 1 mile

192.9 million trips in 2023 which add up to **197.6 million miles**



Average walking or wheeling trip distance: 1 mile

Walking and wheeling benefits residents and society

We model the costs and benefits of walking and wheeling journeys, including those that replace trips which could have been driven, using our Societal Gain model. This includes travel time, vehicle operating costs, health benefits, air quality and taxation.

The total annual economic benefit from all trips walked and wheeled in Bristol is

£375.4 million

£252.6 million in 2023

Many of these trips were made by people with access to a car. For these (excluding trips for enjoyment or fitness) our model compares the costs and benefits of walking and wheeling to those of driving.

For these journeys **88p** is saved for each mile walked or wheeled instead of driven. Over a year this adds up to **£59.7 million** in economic benefit for residents and society from **67.9 million miles** walked or wheeled by those that could have used a car.

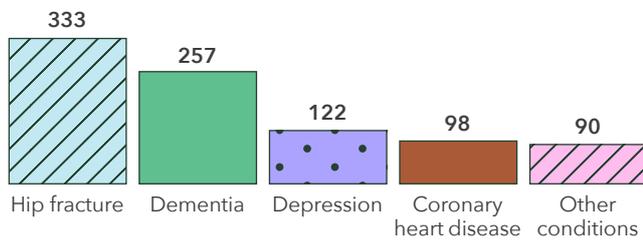


Walking and wheeling unlocks health benefits for everyone

Walking in the city prevents 900 serious long-term health conditions each year.

716 in 2023

Cases prevented



Above figures are based on applying city data to Sport England MOVES tool, which shows the return on investment for health of sport and physical activity. 'Other conditions' includes type 2 diabetes, stroke, breast cancer and colorectal cancer.

This saves the NHS

£11.5 million per year

£9.2 million in 2023

Equivalent to the cost of

260,000

GP appointments

220,000 in 2023

The physical activity benefits from walking

prevent 227 early deaths annually

188 in 2023

which is valued at

£931 million

£681 million in 2023

Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of walking by estimating the value of reduced mortality resulting from specified amounts of walking.

Wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

People walking and wheeling instead of driving improves air quality, saving:

45,000 kg of NO_x

(Nitric oxide and nitrogen dioxide)

36,000 kg in 2023

and

3,900 kg of particulates

(PM₁₀, which includes PM_{2.5}) annually.

3,100 kg in 2023

35% of residents agree the air is clean in their local area



33% in 2023

Walking and wheeling helps mitigate the climate crisis

By walking or wheeling instead of driving, residents save

18,000 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) annually.

15,000 tonnes in 2023

This is equivalent to the carbon footprint of

37,000 people taking flights

from Bristol to Tenerife.

In 2023 domestic transport accounted for **29%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Department for Energy Security and Net Zero, 2023 UK Greenhouse Gas Emissions, Final Figures.

Walking and wheeling keeps the city moving

Studies show walking or cycling frees up road space in comparison to driving.^[1] This helps to keep the city moving for all road users.

150,000 return trips

are walked and wheeled daily by residents who could have used a car.

120,000 in 2023

If these cars were all in a traffic jam it would tail back

446 miles

equivalent to the distance from Bristol to Dundee.

356 miles in 2023

i. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

Benefits of cycling

Why everyone gains when more people cycle

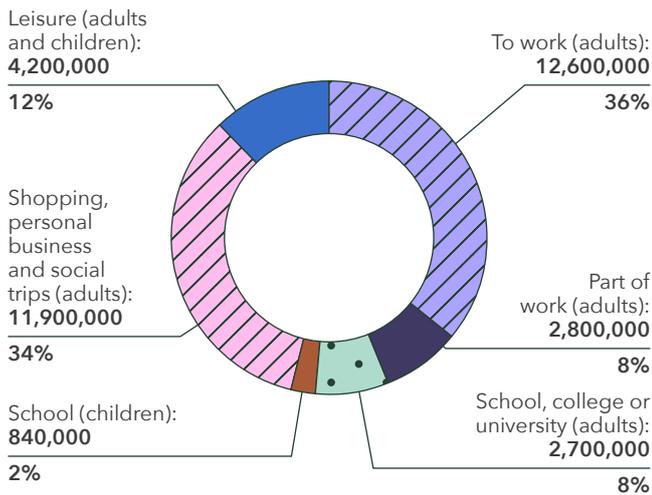


Together, Bristol residents cycle 12 times around the world every day

Cycling can be convenient for many local trips, especially in cities and towns. It gives people transport choice and access to education, jobs and community.

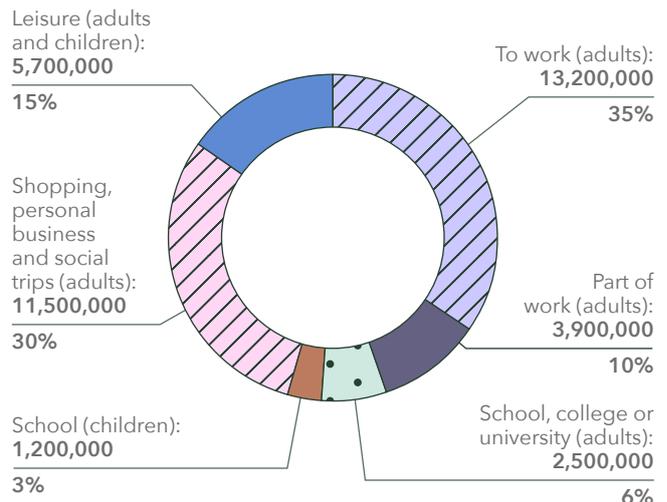
Annual cycling trips by purpose

35 million trips in 2025 which add up to **110.1 million miles**



Average cycling trip distance: 3.1 miles

38 million trips in 2023 which add up to **136.8 million miles**



Average cycling trip distance: 3.6 miles

Cycling benefits residents and society

We model the costs and benefits of cycling journeys, including those that replace trips which could have been driven, using our Societal Gain model. This includes travel time, vehicle operating costs, health benefits, air quality and taxation.

The total annual economic benefit from all trips cycled in Bristol is

£130.2 million

£145 million in 2023

Many of these trips were made by people with access to a car. For these (excluding trips for leisure) our model compares the costs and benefits of cycling to those of driving.

For these journeys **£1.59** is saved for each mile cycled instead of driven. Over a year this adds up to **£91.5 million** in economic benefit for residents and society from **57.7 million miles** cycled by those that could have used a car.



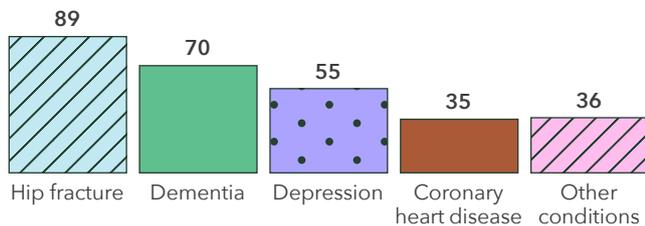
2023 model estimates in this report differ slightly to those published in 2023, due to being recalculated for the inclusion of cycling trips as part of work. See methodology report for details.

Cycling unlocks health benefits for everyone

Cycling in the city prevents 286 serious long-term health conditions each year.

352 in 2023

Cases prevented



This saves the NHS

£3.9 million per year

£4.8 million in 2023

Equivalent to the cost of

87,000

GP appointments

120,000 in 2023

Above figures are based on applying city data to Sport England MOVES tool, which shows the return on investment for health of sport and physical activity. 'Other conditions' includes type 2 diabetes, stroke, breast cancer and colorectal cancer.

The physical activity benefits from cycling

prevent 32 early deaths annually

40 in 2023

which is valued at

£133 million

£144 million in 2023

Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.

People cycling instead of driving improves air quality, saving:

25,000 kg of NO_x

(Nitric oxide and nitrogen dioxide)

31,000 kg in 2023

and

2,700 kg of particulates

(PM₁₀, which includes PM_{2.5}) annually.

3,000 kg in 2023

35% of residents agree the air is clean in their local area



33% in 2023

Cycling helps mitigate the climate crisis

By cycling instead of driving, residents save

16,000 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) annually.

18,000 tonnes in 2023

This is equivalent to the carbon footprint of

32,000 people

taking flights

from Bristol to Tenerife.

In 2023 domestic transport accounted for **29%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Department for Energy Security and Net Zero, 2023 UK Greenhouse Gas Emissions, Final Figures.

Cycling keeps the city moving

Studies show walking or cycling frees up road space in comparison to driving.^[i] This helps to keep the city moving for all road users.

32,000 return trips

are cycled daily by residents who could have used a car.

35,000 in 2023

If these cars were all in a traffic jam it would tail back

96 miles

equivalent to the distance from Bristol to Slough.

103 miles in 2023

i. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

Walking and wheeling solutions

What would help make walking and wheeling easier?



New homes and existing communities should have services and amenities within walking and wheeling distance

Putting walking and wheeling at the heart of new and existing communities gives people greater transport choice, while reducing car dependency.

59%

agree they can easily get to many places they need to visit without having to drive

60% in 2023

57%

support stopping new housing developments in areas where driving is the only practical option to visit local services, such as shops and doctors surgeries

62% in 2023

New developments and existing communities can support walking and wheeling by ensuring many of the things people need are found near to where people live.

What percentage of residents would find more local amenities and services useful to help them walk or wheel more?

81%

more shops and everyday services, such as banks and post offices, close to their home

77% in 2023

77%

more government services, such as doctors surgeries and schools, close to their home

72% in 2023

86%

more parks or green spaces close to their home

82% in 2023

81%

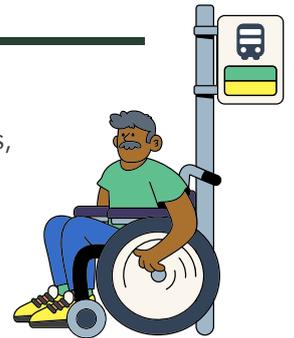
more things to see and do close to their home, like cafés or entertainment venues

78% in 2023

Residents want walking and wheeling to better align with buses

While walking and wheeling should be the most attractive option for short journeys, it should also be integrated with public transport for longer trips.

Walking and bus use is the most common form of multi-modal journey across the UK. If we are to increase walking and wheeling and bus trips, residents told us they need practical improvements to better integrate these modes of transport.



What percentage of residents would find these changes useful to help them take journeys that include walking or wheeling and the bus more often?

74%

more information to help them plan and take a journey (such as apps, maps, signage or public transport staff)

63%

more direct walking and wheeling routes from housing estates to bus stops

63%

accessible walking and wheeling routes to and from bus stops

69%

improved safety while walking or wheeling to and from the bus stop

72%

improved walking and wheeling crossing facilities near bus stops

84%

improved bus stops (such as accessible, well lit and maintained, cover from rain, display of service information)

Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk or wheel in.

What percentage of residents think that these changes would help them walk or wheel more?

71%

wider pavements

71% in 2023

72%

more frequent road crossings, with reduced wait times

71% in 2023

78%

nicer places along streets to stop and rest, like more benches, trees and shelters

74% in 2023

69%

better pavement accessibility, like level surfaces and dropped kerbs at crossing points

72% in 2023

66%

fewer cars parked on the pavement

69% in 2023

68%

less fear of crime or antisocial behaviour in their area

62% in 2023



Annie Cooksley

I've lived in south Bristol for 24 years. 20 years ago, I started needing to use an electric wheelchair, as I have a rare type of muscular dystrophy.

My wheelchair allows me to get out and about lots and travel quite far, which I really love, especially when walking my little dog.

There are plenty of places that I don't go to because of things like tricky pavements and cobbles making it very bumpy and uncomfortable for me.

There is a part of the Downs that is impossible to cross in a wheelchair so more lowered kerbs here would be great!

The development at Wapping Wharf has fantastic wheelchair access, including lifts up to the top level.

The year that Gaol Ferry Bridge was closed was really tough, but now it has reopened, I am enjoying the smooth and easy access across the new cut.

Cycling solutions

What would make cycling better?

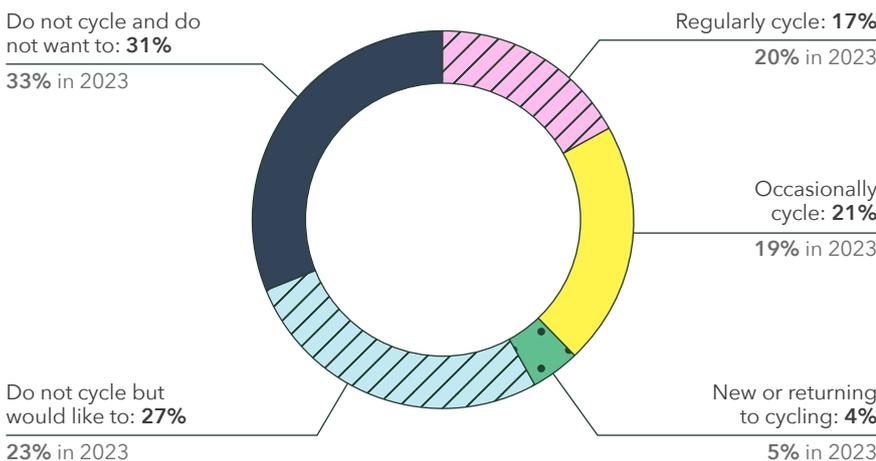


Many residents want to cycle

There is considerable appetite to start cycling from residents who don't already.

To meet this demand we must address safety, ensuring people have dedicated space for cycling, as well as supporting access to a cycle, training, cycle parking, and better integration of cycling with public transport.

How do residents see themselves when it comes to cycling?



What proportion of residents said they 'do not cycle but would like to'

30% of women



26% in 2023

41% of people from ethnic minority groups



33% in 2023

29% of disabled people



21% in 2023

Residents want more support to cycle

What percentage of residents think that these kinds of support would help them start cycling or to cycle more?

54%

access to a bicycle
51% in 2023

50%

access to an electric cycle
45% in 2023

35%

access to a cargo cycle with space to carry children or shopping
35% in 2023

22%

access to an adapted cycle, like a tricycle or handcycle
22% in 2023

50%

access or improvements to a city cycle hiring scheme
47% in 2023

60%

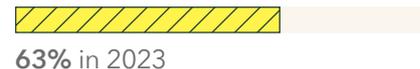
access to secure cycle parking at or near home
57% in 2023

39%

cycling training courses and organised social rides
38% in 2023

Proportions of residents with access to an adult cycle

64% of all residents



63% in 2023

54% of socio-economic group DE



37% in 2023

72% of socio-economic group AB



74% in 2023

Residents want improved cycling infrastructure

People want networks of dedicated and safe cycle paths, cycle parking and better integration with public transport.

What percentage of residents would be helped to start cycling or to cycle more by better facilities?

Among residents:

In the city there are:

i. The increase in shared-use footway is a result of changes to data collection methodology.

17% of households

are within 125 metres of either traffic-free cycle paths away from the road, or cycle paths physically separated from traffic and pedestrians

16% in 2023

Bristol has **27 miles** of shared-use footwayⁱ

10 miles in 2023

73%

more traffic-free cycle paths away from roads, like through parks or along waterways
74% in 2023

73%

more cycle paths along roads that are physically separated from traffic and pedestrians
75% in 2023

68%

more signposted local cycle routes along quieter streets
70% in 2023

72%

better links with public transport, like secure cycle parking at train stations, bus stops/stations
72% in 2023

79%

support improving and increasing local off-road walking, wheeling and cycling paths

68%

support building more cycle paths physically separated from traffic and pedestrians, even when this would mean less room for other road traffic
70% in 2023

74%

support improving walking, wheeling and cycling access to bus stops and coach or rail stations

52 miles

of traffic-free cycle paths away from the road
51 miles in 2023

5 miles

of cycle paths physically separated from traffic and pedestrians
2 miles in 2023

658

cycle parking spaces across 14 railway and bus stations
660 spaces across 13 stations in 2023



Mike Burns

We run a team of volunteers who collect and deliver essential, life-saving, donor breast milk from volunteer mothers in Bristol for sick and premature babies around the south west.

All our vehicles are electric, but around four years ago we started doing the collections by e-bike, and it's so much quicker and less restricted by traffic.

The council have recently helped us to fund two new e-bikes to help us do the 30 miles a day collecting and cycling the milk to the milk bank at Southmead hospital to be pasteurised.

There's still room for improvement on the cycling network, but the recent changes, like on Upper Maudlin Street by the hospitals, are superb. The city is making great progress.

Neighbourhood solutions

Thriving places, centring children



Neighbourhoods should prioritise the needs and wellbeing of the people who live there and visit. They should be planned to support community, foster social connection, and be places where everyone feels welcome.

Designing neighbourhoods with children in mind means they work better for everyone.

Improving the journey to school

Schools are at the centre of many neighbourhoods and should be part of any plan to make neighbourhoods better.

This means working with schools to encourage walking, wheeling and cycling, but also improving the neighbourhood around schools to reduce traffic and improve pavements, crossing points and cycle provision.



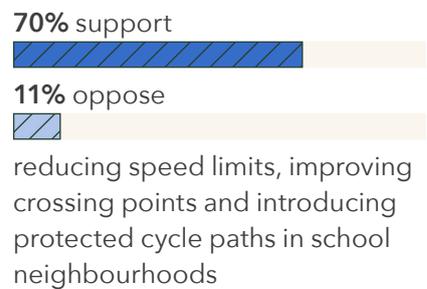
closing residential streets outside schools to cars during drop-off and pick-up times

These are known as 'School Streets'.

14 schools

in the city have School Streets schemes

7 schools in 2023



reducing speed limits, improving crossing points and introducing protected cycle paths in school neighbourhoods



Giving children the independence to roam, play and develop

Neighbourhoods should be places for children to thrive. Well-designed neighbourhoods can give children freedom to move around, play and socialise, helping children's independence, social skills, and autonomy.

Average age when parents and carers would let children travel independently in their neighbourhood

11 years old
to walk or wheel

12 years old
to cycle

12 years old
to use public transport

45%

agree there is space for children to socialise and play

49% in 2023

Fewer children play out on their streets than ever before. Just 27% of children said they regularly play outside their homes, compared to 71% of those born between 1946 and 1964.

Save the Children, Summer of Play campaign survey, 2022.



Residents support child-safe neighbourhoods

Adults support child-safe neighbourhoods, including traffic-reduction targets and measures to reduce through traffic and traffic speed, but this must be done fairly.

27%

of residents think that their streets are not dominated by moving or parked motor vehicles
22% in 2023

58%

support setting traffic-reduction targets and taking action to achieve these
63% in 2023

59%

support low-traffic neighbourhoods
66% in 2023

31%

of the total length of unclassified roads in the city have nothing to prevent through traffic. This can result in rat running.^[i]
32% in 2023

Residents would find fewer motor vehicles on their streets useful to:

63% walk or wheel more



58% cycle more



56%

support reducing speed limits on local roads in built-up areas to 20 mph speed limits

81%

of the city's streets have 20 mph speed limits (excluding motorways)
80% in 2023

Residents would find more streets with 20 mph speed limits useful to:

49% walk or wheel more



52% cycle more



Everyone should feel welcome in their neighbourhood

Improvements to neighbourhoods must also recognise the needs of adults, for example women, disabled people and people from ethnic minority groups.

44%

agree they regularly chat to their neighbours, more than just to say hello
47% in 2023

44%

feel able to participate in making their neighbourhood a better place to live
47% in 2023

Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

74%

of all residents



75% in 2023

73% of women



73% in 2023

75% of men



76% in 2023

72% of LGBTQ+ people



71% in 2023

75% of non-LGBTQ+ people



75% in 2023

79% of people from ethnic minority groups



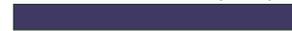
79% in 2023

73% of white people



74% in 2023

69% of disabled people



65% in 2023

76% of non-disabled people



79% in 2023

75% of socio-economic group DE



64% in 2023

80% of socio-economic group AB



79% in 2023

i. Based on analysis by CycleStreets www.lowtrafficneighbourhoods.org. Unclassified roads are all public roads that are neither motorways, A, B nor C roads.

Improving walking, wheeling and cycling



The last two years have been a busy time for the city. Over 1km of high-quality segregated cycle route has been installed along Park Row and Upper Maudlin Street, outside the Bristol Royal Infirmary and Children's Hospital, helping to reduce emissions in one the worst hotspots for air quality in the city.

Both the Princess Victoria Street and Cotham Hill pedestrianisation schemes have been completed and feature in Active Travel England case studies. They are joined by smaller pedestrianisation schemes at Overton Road (just off Gloucester Road) and the Old City.

With the 'Old Market Gap' project, the city has tackled some of the more complex walking and cycling junctions. The scheme fully segregates pedestrians and cyclists and completes a missing link in a now continuous cycle route running from the city centre to Old Market and on to the Bristol and Bath Railway Path.

Bristol launched its first Liveable Neighbourhood pilot and is now collecting data on a trial scheme to ensure it meets the original objectives, which include reducing traffic and increasing the number of walking and cycling trips.

Since 2023, six new School Streets have been launched, bringing the total to 13 schemes benefitting 14 schools across Bristol. The School Streets program aims to make streets child friendly and easier and safer for children and their parents to walk, wheel, cycle and scoot to school.

Better integration of walking and cycling with public and shared transport continues to be a key priority for the council. To this end a series of mobility hubs have been established in the city. These hubs – which differ in scale – pool together different transport services into one location making interchange between modes more convenient and accessible. Examples of services include e-scooters, e-bikes, car clubs and information points.



Bristol launched its first Liveable Neighbourhood pilot and is now collecting data on a trial scheme to ensure it meets the original objectives



This year the council worked with the Mayoral Combined Authority, Network Rail and GWR to deliver a new station at Ashley Down. A key aspect of the project was improving the public realm and access to the station, whilst also accommodating the strategically important Concorde Way walking and cycling path. Extensive engagement with groups representing disabled people was critical to the success of the project.

Finally, the city has continued to accelerate the delivery of on-street cycle hangars with another 55 delivered in the past two years with many more to come.



Princess Victoria Street

The pedestrianisation of Princess Victoria Street was completed in August 2025 following a trial scheme that was installed in the summer of 2021.

The reallocation of space away from parking to seating, planting, spill-out space, and improved street lighting has transformed the area into a place where people want to stay and spend time.

On an average weekend day, the street can see upwards of 12,000 pedestrians which is testament to how the scheme has improved overall accessibility to the high street.



Old Market Gap

The 'Old Market Gap' project was completed in 2024 and saw the improvement of a key walking and cycling junction between Old Market Roundabout and Castle Park.

The scheme plugs the 'gap' on a key east to west active travel route between the city centre (via Castle Park and Baldwin Street) and the Bristol to Bath Railway Path via Old Market Roundabout, Bond Street and Braggs Lane.

Segregated walking and cycling crossings and cycle lanes have made the junction much safer and more appealing to use. Early data capture suggests that there has been a 40% increase in cycle trips and a 20% increase in walking trips made across the junction.

Looking forward

Better places and streets for everyone

In the years ahead, Bristol will be prioritising the delivery of a significant package of walking, cycling and public transport improvements in the city centre.

For cycling, this will include 3.5km of new segregated cycle track at key locations including Broadmead, Bedminster Bridges, Redcliffe Roundabout, Temple Way and Bond Street. The new cycle track will more than double the 3.2km of segregated provision noted in the last report. Alongside this, we will be pedestrianising Horsefair and Penn Street in the Broadmead area which will transform the experience for people visiting and living in our busiest shopping area.

The city will also look to deliver permanent Liveable Neighbourhood schemes in East Bristol and South Bristol. The former will be dependent on the monitoring outputs of the trial and the latter on community engagement that will have concluded by the time this report is published. Both schemes are ambitious and look to prioritise residential streets for walking, wheeling, cycling and public transport. Local access, servicing and deliveries by car will still be possible, but traffic cutting through an area will be redirected back on to strategic movement corridors that are designed to take large volumes of traffic.

A priority is making the journey to school safer and healthier for children and their families, and creating a pleasant environment for everyone living and working around the school community. Our goal is to launch a further 3 - 4 new School Street schemes each year. We want School Streets to do more than just manage traffic - they should inspire play, curiosity, and a stronger sense of community. By reclaiming space outside schools, we're creating streets that put children first.

Percentage of residents who would like to see more government spending in their local area:

57% on walking and wheeling



53% on cycling



74% on buses



64% on trains



44% on trams



44% on other forms of public transport such as community transport, metro or subway, local ferry



27% on driving



A priority is making the journey to school safer and healthier for children

On the policy front, the city will be publishing a Transport Movement Plan that will set out the infrastructure needs of the city over the next 10 years, identifying where new bus, walking and cycling routes are required and how improvements will be phased.

In addition, a Kerbside Strategy will set targets for incrementally reallocating space away from parking and road markings to more progressive uses such as tree planting, cycle hangars and car clubs.

Finally, the city will be engaging in the rollout of more residential parking schemes and taking a decision on whether to proceed with a Workplace Parking Levy. Both interventions will help manage demand for parking in the city centre and local neighbourhoods, helping to reduce congestion and provide more space for sustainable modes of transport.



Emma Blackmore

I grew up in Bristol and was born here. I enjoy the lovely green spaces where there are accessible paths. I'm visually impaired and have been a cane user since 2021.

Getting around can be really tricky. There can be poles, bins, hedges and cars on the pavement. Even outside the eye hospital the pavements are not great.

I tend to check if an area is accessible before going anywhere, otherwise I will struggle to get around.

Drop kerbs and ramps are essential to me. Wayfinders like tactile paving are so important.

Once, I got lost for three hours not knowing where I was and it was terrifying.

There is also nothing to indicate where the cycle lanes are, which makes it quite dangerous for everyone.

If I could change one thing about the city, it would be to make the pavements flat, wide and clear of clutter.

Notes on methodology

The attitudinal survey was conducted from March to June 2025 (and 2023) by independent social research organisation NatCen.

The survey is representative of all Bristol residents, not just those who walk, wheel or cycle.

All other data are sourced from our regional and local partners, national data sets or modelled and calculated by Walk Wheel Cycle Trust. All locally-sourced data are correct as of 28 May 2025.

Trip estimates use a model developed by Walk Wheel Cycle Trust. When comparing to other travel surveys, some variation may exist in the proportion of journeys travelled by journey purpose.

Trip estimates now include cycling trips as part of work for both 2025 and 2023. Previously published 2023 model estimates have been recalculated to include these and allow for direct comparison.

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number. Rounding is avoided where this may cause confusion, for example with modelled estimates shown in the summary and benefits sections.

More information on data sources and calculations, including strengths and limitations of the survey and model methodology, are available at www.walkwheelcycletrust.org.uk/walking-cycling-index

Walk Wheel Cycle Trust is the charity making it possible for everyone to walk, wheel and cycle.

Because people powered movement changes everything. Our health. Our wellbeing. Our world.

www.walkwheelcycletrust.org.uk

Funding and support

Walking and Cycling Index Bristol has been funded and supported by The Freshfield Foundation and Bristol City Council. The project is co-ordinated by Walk Wheel Cycle Trust.

Walk Wheel Cycle Trust is a registered charity in the UK number 326550 (England and Cymru), SC039263 (Scotland) and 20206824 (Republic of Ireland).

© Walk Wheel Cycle Trust March 2026

© Photos: Barbara Evripidou, except page 2 headshot: Ed Plowden/Bristol County Council; page 9: Matt Burns/Walk Wheel Cycle Trust; page 17: Mike Burns/Walk Wheel Cycle Trust; page 21: Bristol County Council.