



Bristol Walking Alliance

campaigning to improve Bristol's walking environment

50 Ways to Better Walking – Progress Report

October 2022

Bristol Walking Alliance is a consortium of organisations and individuals campaigning to improve the walking environment. We want to create an environment for pedestrians that is welcoming, safe, and convenient for all. When we use the term 'walking' we include those who use wheelchairs, mobility scooters or other aids.

To join BWA and receive regular updates on our activities, please visit our website:

<https://bristolwalkingalliance.org.uk/>

Email: enquiries@bristolwalkingalliance.org.uk

Introduction

The aim of this report is to summarise the current situation and progress made since the publication of [50 Ways to Better Walking \(bristolwalkingalliance.org.uk\)](https://www.bristolwalkingalliance.org.uk) by Bristol Walking Alliance (BWA) in October 2021. Where possible we include relevant policies, some specific examples of provision, and links to further information. A traffic-light system is used to grade progress: Green for good progress; Amber for some progress, and; Red for little or no progress identified. Grading reflects a combination of progress towards an ‘ideal’ position and achievements in the year since BWA launched 50 Ways to Better Walking.

The 50 measures proposed by BWA provide more detail for 10 walking-related actions outlined in the Bristol Transport Strategy 2019. These are summarised below, with more detail on the following pages.

	<p>1. Identify and enhance walking routes. Overall score: AMBER</p> <p>The main focus is on key walking routes within, or to and from, the city centre. Routes within and between neighbourhoods are implemented on a scheme-by-scheme basis if funding is available.</p>
	<p>2. Adopt design standards that are inclusive. Overall score: AMBER/RED</p> <p>Some key design guidance is still to be published. Improvements to existing infrastructure tend to be on a scheme-by-scheme basis. Some funding has been acquired for future station upgrades.</p>
	<p>3. Develop walkable communities. Overall score: AMBER</p> <p>The importance of walkability is recognised in low-traffic, Liveable Neighbourhood and School Streets schemes. Progress on prioritising pedestrians outside of such schemes is slow.</p>
	<p>4. Connect walking to public transport. Overall score: AMBER</p> <p>Improvements to the pedestrian environment are being incorporated in large-scale public transport projects. Provision for pedestrians is not always prioritised in smaller</p>
	<p>5. Count, monitor, and share information about walking. Overall score: AMBER/RED</p> <p>Key pedestrian routes are not regularly monitored. Walking information is not prioritised in surveys. Better quality walking data is being collected when needed for specific projects.</p>
	<p>6. Reduce obstructions to walking and implement enforcement measures. Overall score: RED</p> <p>There appear to be an increasing number of obstructions on footways, and there are problems with lack of enforcement to remove obstructions.</p>
	<p>7. Make walking safe. Overall score: AMBER/RED</p> <p>Potential conflict between pedestrians, cyclists and e-scooters on footways has not been resolved. Systems for reporting safety issues exist but it is unclear how issues are resolved.</p>
	<p>8. Make walking pleasant and comfortable. Overall score: AMBER</p> <p>Street improvements are included in new developments and council policies, but implementation is inconsistent. Other improvements are through ad hoc community and business initiatives.</p>
	<p>9. Provide walking information. Overall score: AMBER</p> <p>Bristol’s Legible City work continues but has been constrained by funding problems. Some walking information is provided online at websites such as TravelWest and VisitBristol.</p>
	<p>10. Support walking through travel planning and enabling behaviour change. Overall score: AMBER/GREEN</p> <p>Support for walking in travel planning is variable, but engagement with specific walking initiatives (Walk to Work, Walk to School, WalkFest) is supported.</p>

1. Identify and improve walking routes		
1.	Identify and sign key walking routes into the city centre and between neighbourhoods (AMBER)	Transport 'corridors' have been identified, including some proposed improvements to the pedestrian environment (A38, A4, A432/A4174 , A37/A367, A37/A4018): Transport Corridor projects - Combined Authority (westofengland-ca.gov.uk) Walking route maps are here: Local cycling and walking infrastructure plan - West of England Combined Authority (westofengland-ca.gov.uk) There is less emphasis on improving routes between neighbourhoods. There was an intention by the Legible City project to trial neighbourhood maps, but this is on hold after budget cuts.
2	Incorporate continuous pavements as part of road improvements, including bus corridor schemes (RED)	Continuous pavements are accepted as good practice by Bristol City Council and West of England Combined Authority (CA) officers. Bristol City Council drafted design guidance for continuous footways in 2019 but it has not been published yet. Some continuous pavements are being proposed for transport schemes (e.g. bus corridor improvement schemes) that have not been implemented yet. They also feature in Local cycling and walking infrastructure plan - West of England Combined Authority (westofengland-ca.gov.uk) . Groups representing disabled people have concerns about the design of continuous pavements, for example, kerbs help visually impaired people navigate side road crossings. We understand a design has been agreed that addresses some of those concerns.
3	Provide adequate pedestrian crossing points along key routes and at least every 400m along main roads (AMBER)	New pedestrian crossings are considered on a scheme-by-scheme basis, or from community pressure at particular sites. Schemes to improve pedestrian crossing points have been implemented or agreed at: St Lukes Road, Totterdown (proposed zebra crossing); Cranbrook Road, Redland (island and build-outs); Conham Road, St George (footway widening, tactile paved dropped kerbs, bollards); Wells Road, Knowle (proposed Puffin crossing at junction with Woodbridge Road); Bristol Bridge (proposed signal improvements, junction remodelling, wider signalised crossing & a zebra crossing)
4	Audit and upgrade pedestrian routes across the Feeder Canal, River Avon New Cut and Floating Harbour (AMBER)	The closure of Bristol Bridge to general through traffic has improved the route for pedestrians. Bridges that are being refurbished/repared with no specific improvements for pedestrians identified: Redcliffe Bascule Bridge; Gaol Ferry Bridge. Bristol City Council annual traffic count data 2016-2022 suggest Goal Ferry Bridge is over capacity and not suitable for two-way flows of both pedestrians and people on bicycles.

2. Adopt design standards that are inclusive		
5	Adopt and publicise clear design standards for the pedestrian environment (AMBER)	Bristol City Council's Transport Development team are creating a new website setting out their expectations for new developments: https://www.bristol.gov.uk/transport-development-management-tdm The guidance is awaiting publication. The Department for Transport previously published Guidance on Cycle infrastructure design (LTN 1/20) which sets out how cycle and pedestrian routes should be segregated whenever possible. The Bristol City Council continuous footway design guide is still to be finalised, adopted and publicised. Manual for Streets 3 is due to be published in 2023 with national guidelines: Manual for Streets CIHT
6	Ensure all footways are wide enough for wheelchairs, double buggies and mobility scooters to pass each other comfortably (AMBER)	BWA has provided comments for more than 10 transport consultations to support/improve proposals for the pedestrian environments: https://bristolwalkingalliance.org.uk/category/planning-issues/
7	Provide dropped kerbs where they are missing (AMBER)	The provision of dropped kerbs is not covered by the maintenance budget, and so ad hoc requests to install dropped kerb are not actioned. Installations occur as part of highway schemes or new developments e.g. footway widening with tactile paved dropped kerbs at Conham Road, St George. There are concerns that dropped kerbs installed as part of new developments may fail to meet guidance standards, which may relate to wider problems with planning enforcement at Bristol City Council.
8	Work with visually impaired people to review and audit pedestrian crossings and ensure compliance with national guidance for audible beeps, rotating cones and tactile paving (RED)	We are not aware of any recent pedestrian crossing audits conducted with visually impaired people in Bristol. In December 2021, The Department for Transport published <i>Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure</i> which includes guidance on making controlled and uncontrolled pedestrian crossing facilities accessible: Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (publishing.service.gov.uk)
9	Work with equalities groups when developing schemes and making changes, including temporary changes, that impact on the pedestrian environment (AMBER)	An equalities group, to consider the impact of Voi e-scooters, was established by the West of England CA and meets on a monthly basis. The group has been given a broader remit to consider Future Transport Zones Future transport zone - West of England Combined Authority (westofengland-ca.gov.uk)
10	Ensure all transport interchanges are fully accessible (RED)	<i>The Inclusive Transport Strategy: achieving equal access for disabled people</i> , Department for Transport, was updated November 2020 The Inclusive Transport Strategy: achieving equal access for disabled people - GOV.UK (www.gov.uk) In February 2020, West of England CA secured Access For All funding for station enhancements (wayfinding, seating, shelters, step-free access) at Freshford, Lawrence Hill, Nailsea & Backwell, Parson Street, Patchway, Severn Beach, Stapleton Road, and Yate, with a delivery

		<p>period 2020/21 to 2021/22: 20 - Strategic Rail Investment.pdf (modern.gov.co.uk)</p> <p>The West of England Joint Committee approved match funding in July 2022. Outline design for the work is due to be completed December 2022, tendering completed by the end of April 2023, and improvement works on the 8 stations completed in 2024.</p>
11	<p>Ensure clean, fully accessible public and/or commercial toilets are available during the day and in the evenings, at main transport interchanges and areas of high pedestrian footfall (AMBER)</p>	<p>Bristol Temple Meads railway station and Bristol Bus station have accessible toilets, but not more spacious Changing Places facilities. Bristol City Council received government funding for 3 changing places toilets in round 1: https://www.gov.uk/government/publications/changing-places-fund-allocation-of-funding-following-round-1-assessment/changing-places-fund-local-authority-allocations</p> <p>And is eligible to apply in round 2: https://www.gov.uk/government/publications/changing-places-toilets-programme-round-2-prospectus/changing-places-toilets-programme-round-2-prospectus#annex-c-list-of-local-authorities-eligible-to-participate-in-round-2</p> <p>Changing Places facilities are listed on a national map ToiletMap (uktoiletmap.org)</p> <p>Bristol has a community toilet scheme: Public toilets (bristol.gov.uk) but some information is inaccurate.</p> <p>A neighbourhood toilet map has been developed in Bedminster bedminster-toilet-map.pdf (ageing-better.org.uk)</p> <p>ACORN Community Union is campaigning to reopen some of Bristol's public toilets: Unlock Bristol's Public Toilets! ACORN South West region (good.do)</p> <p>Public toilet facilities have been improved at Watershed, Harbourside. Changes to toilet facilities are planned at: Clifton Suspension bridge (public toilet provision reduced for information centre and kiosk); Clifton Down, Sea Walls (public toilet provision upgraded but reduced for inclusion of café and education centre).</p>

When we refer to 'walking' or 'pedestrian' we mean to include those who use mobility aids, such as wheelchairs or mobility scooters, or who may be pushing children in buggies or otherwise moving at walking pace on a pavement or path in the public realm.

Some mobility aid users are happy to use 'walking' or 'going for a walk' when moving around outdoors and do not wish to be separately categorised. However, others have pointed out that the term 'walking' may be taken to exclude those who use wheeled mobility aids.

'Walking and wheeling', 'walking/wheeling', 'rolling and strolling' are starting to be used as terms to explicitly include people who use wheeled mobility aids [1-4].

The safety of those using pavements and paths is largely dependent on the relative speeds of those moving along these routes. That is why we believe it is the speed of movement that is important, and faster-moving vehicles should be separated from those moving at walking speed.

Bristol Walking Alliance will continue to discuss these issues with members of equalities groups.

References

1. [How we're making our language more inclusive](#) Sustrans, May 2022
2. [Walking for everyone: Making walking and wheeling more inclusive](#) Sustrans, Living Streets & Arup, March 2022
3. [Walking, Wheeling, and Cycling Definitions](#) Wheels for Wellbeing, October 2021
4. [Roll and Stroll](#) Bristol Disability Equality Forum (bristoldef.org.uk)

3. Develop walkable communities		
12	Adopt the Healthy Streets approach in relevant transport and planning schemes (AMBER)	Bristol City Council officers have received training on the Healthy Streets approach. It has not been formally adopted but is used as an audit tool in some schemes. Plans to improve neighbourhood streets include aspects of the Healthy Streets approach Proposed changes to neighbourhood roads and high streets (bristol.gov.uk)
13	Make high streets welcoming and accessible by reducing through traffic and widening footways (AMBER)	Through traffic has been removed or reduced in: King Street; Cotham Hill; Old City (Corn Street, Clare Street, St Stephens Street, Nicholas Street); Princess Victoria Street (under review); Arnside, Southmead. TransportForAll produced a document in January 2021 outlining the difficulties as well as the benefits of Low Traffic Neighbourhoods for disabled people: Pave-The-Way-full-report.pdf (transportforall.org.uk)
14	Reduce rat-running by creating Liveable Neighbourhood schemes in consultation with local people (AMBER)	Consultation for a pilot East Bristol Liveable Neighbourhood is underway: Have Your Say Today - East Bristol Liveable Neighbourhood - Commonplace Feasibility work has secured funding through the West of England CA. A second pilot area is still to be announced. To better enforce restrictions on motor vehicle movements, an application is hoped to be made to the Department for Transport for moving traffic enforcement (MTE) powers that can be used across the whole of Bristol City Council's administrative boundary.
15	Introduce School Street measures to restrict cars during school drop-off and pick-up times (GREEN)	School streets have been introduced: 2020: St Peter's CofE Primary School; Wansdyke Primary School. 2021: Redfield Educate Together Primary Academy, Victoria Park Primary School. 2022: Chester Park Junior School, Minerva Primary Academy, Whitehall Primary School. Bristol Parents for School Streets campaigns for the introduction of schools streets Bristol Parents for School Streets - Home Facebook
16	Adjust the timing of light-controlled crossings to minimise pedestrian delays (AMBER)	A Bristol City Council review of 135 stand-alone signalised pedestrian crossings on the Urban Traffic Control (UTC) system was completed in 2020 to reduce pedestrian delays without causing significant delays to vehicular traffic, particularly buses. Changes were made at 69 crossings; 58 faults were identified to be fixed. Work on UTC signals at junctions is proposed but not undertaken to date. The timing of pedestrian crossings is also being addressed in an ad-hoc way with the help of local councillors, including: outside Orchard School, Filton; Filton Avenue; St Lukes Road, Totterdown.
17	Install 'green person authority' on appropriate crossings (to show a continuous 'green person' signal until traffic approaches) (RED)	We are not aware of any 'green person authority' crossings in Bristol to date, although one may be planned as part of the Bristol Bridge road changes.
18	Require walkability assessments in the planning process for new developments and where changes are being implemented in existing neighbourhoods (AMBER)	Bristol City Council travel plan requirements for new developments are here: Travel plans for new developments (bristol.gov.uk) Although new developments provide travel plans, and may include walking distances to key services, these can be 'desk-top' assessments without local understanding of walkability.

4. Connect walking to public transport		
19	Ensure everyone is within a 10-minute walk of a frequent public transport service (AMBER)	<p>Bus services have been adversely affected by Covid-19 restrictions and driver shortages. A consultation was undertaken: Big Choices on Buses - West of England Combined Authority (westofengland-ca.gov.uk)</p> <p>Some services are less frequent, and others were cut although alternative providers have been confirmed for some routes.</p> <p>The frequency of trains on the Severn Beach line has increased (from every 40 minutes to every 30 minutes).</p> <p>A new Portway Park & Ride railway station in Shirehampton is due to open in 2022, and will link with the Severn Beach line.</p> <p>An engagement exercise has been completed for a proposed new railway station at Ashley Down, as part of a project to re-open the line between Bristol Temple Meads and Henbury: Ashley Down station - Travelwest</p>
20	Ensure bus stops are in appropriate locations, are well-lit, have seating and shelters wherever practicable, and provide accurate real-time bus information (AMBER)	<p>Some improvements to bus stops have been implemented on key routes and metrobus services. Additional funding to improve bus stops has been agreed by West of England CA.</p> <p>Further improvements to bus stops are planned for the main transport corridors currently identified for upgrading: A38, A4, A432/A4174, A37/A367, A37/A4018 Transport Corridor projects - Combined Authority (westofengland-ca.gov.uk)</p> <p>There are concerns that the position of some bus stops leads to conflict between pedestrians using the buses and other modes of transport on the footway e.g. bicycles and e-scooters.</p> <p>Real-time bus information is still not reliable enough.</p>
21	Provide walking information at public transport interchanges (RED)	<p>Legible City panels are to be upgraded at Temple Meads railway station but is currently awaiting confirmation of works planned for new entrances. Current panels include a circle showing “approximately 5-minutes walk”.</p> <p>An overall upgrade of mapping artwork is planned across the central area. It is not clear if walking information is planned for the West of England CA pilot mobility hubs. Walking information is not usually included at bus stops and interchanges.</p>
22	Include clear information about walking routes and distances from public transport hubs on the Travelwest website (AMBER)	<p>Some information about walking is on the TravelWest website but clear walking routes are not easy to find (https://travelwest.info/walk)</p> <p>Bristol One City Transport Board has a working group on transport hubs. The West of England CA is consulting on mobility hubs with a view to refining the design of six trial sites and finalising a shortlist for delivery in early 2023. Mobility Hubs - West of England Combined Authority (westofengland-ca.gov.uk)</p>
23	Require developers to provide information about walking distances and times to public transport stops as a precondition for planning approval (GREEN)	<p>Developers are required to produce a travel plan to submit with a planning application if the development will generate significant amounts of movement. The travel plan must show how sustainable transport such as buses, cycling or walking, will be made accessible at the development and their use increased: https://www.bristol.gov.uk/residents/planning-and-building-regulations/planning-policy-and-guidance/supplementary-planning-documents-practice-notes-and-other-planning-guidance/travel-plans-for-new-developments</p>

5. Count, monitor and share information about walking		
24	Monitor pedestrian movements with the aim of improving the provision, standard and safety of pedestrian routes (AMBER)	<p>Information about Bristol City Council traffic data and monitoring is here: Traffic monitoring (bristol.gov.uk)</p> <p>Key pedestrian routes are not monitored on a regular basis. Walking is often monitored in connection with specific improvement proposals. Pedestrian movements have been monitored recently at: East Bristol Liveable Neighbourhood pilot; Bristol Bridge; Baldwin Street; Princess Victoria Street, Clifton; Cotham Hill; River Avon new cut footbridges; Upper Maudlin Street .</p> <p>Vivacity sensors have been installed at Cotham Hill, Princess Victoria Street, Old City, Bristol Bridge, and in conjunction with the University of Bristol for an air quality research project near the BRI and Children’s Hospital. Data are collected on six key pedestrian bridges on an annual one day count each summer (at least from 2016).</p> <p>Not all data collected are presented clearly to demonstrate the importance of walking trips and pedestrian movements across the city (in many key city locations walking is the most prevalent mode).</p>
25	Set ambitious targets to increase walking with allocated funding (AMBER)	<p>Targets and funding from Bristol City Council and the West of England Combined Authority still tend to be related to ‘sustainable transport’ and ‘walking and cycling’ rather than specifically for walking.</p> <p>The Local Cycling and Walking Infrastructure Plan identifies over £400m of investment will be sought and channelled through the West of England Combined Authority.</p> <p>Local cycling and walking infrastructure plan - West of England Combined Authority (westofengland-ca.gov.uk)</p> <p>In September 2022 Active Travel England (ATE) will invite bids from local authorities for around £500m of grant funding to support capital and revenue schemes nationwide across a multi-year settlement period 2022/23 to 2024/25.</p>
26	Include questions about people’s walking needs and wants in travel surveys and quality of life questionnaires (RED)	<p>Walking is not included as one of 50 priority indicators in the 2021/22 Quality of Life Report https://www.bristol.gov.uk/files/documents/1959-qol-2021-22-report-v2-march2022/file</p> <p>The West of England Travel to Work survey results for 2021 have not been published (Covid-19 is likely to have affected the results).</p>
27	Designate and monitor separate budgets for walking (RED)	<p>Budgets for pedestrian infrastructure continue to be included within wider ‘sustainable transport’ and ‘walking and cycling’ budgets.</p>
28	Identify walking as a separate mode of transport in travel reports, policy documents and transport planning (AMBER)	<p>In March 2022 a representative of BWA joined Bristol Transport Board. Bristol Transport Strategy (vision to 2036) has a separate section for walking: https://www.bristol.gov.uk/files/documents/1203-bristol-transport-strategy-adopted-2019/file</p> <p>Sustrans separated walking from cycling in their report Walking and Cycling Index 2021: UK report (sustrans.org.uk)</p> <p>Numerous reports and proposals continue to conflate walking and cycling.</p>

6. Reduce obstructions to walking and implement enforcement measures		
29	Implement a London-style pavement parking ban (RED)	The Department for Transport has still not published a response to the 2020 consultation on pavement parking. Driving on the pavement is illegal in Bristol, as is parking across a dropped kerb or on the zigzags of a zebra crossing, but these are not often enforced. The current guidance for reporting and enforcement is on the Avon and Somerset Police website: Report parking issues Avon and Somerset Police
30	Monitor and improve enforcement of controls against footway obstructions including bins, A-boards and overgrown hedges (RED)	A new Bristol City Council/Bristol Waste policy on the removal of commercial bins from pavements is being piloted in central Bristol with a view to wider implementation across the city. Community-based solutions to removing pavement obstructions are being developed in the Bedminster area by BWA executive member Ben Barker: BAB Voices - Case Studies Bristol Ageing Better We are not aware of any systematic monitoring of enforcement.
31	Record and monitor complaints from the public, and actions taken, in relation to nuisance parking including on pavements, on double yellow lines, and across dropped kerbs (RED)	If a parked vehicle is causing an obstruction or hazard it should be reported to the police: Report parking issues Avon and Somerset Police We are not aware of any systematic monitoring of complaints or actions taken in relation to nuisance parking.
32	Clarify and regularly publicise the processes and responsible organisation for enforcement of removing footway obstructions e.g. Bristol Waste, Avon and Somerset Police, Bristol City Council (RED)	Reporting processes are available but enforcement processes and responsible organisations are not clear. Some obstructions (flytipping, overgrown hedges) can be reported to Bristol City Council: Report a street issue (bristol.gov.uk) . Bristol Waste Company will take action to remove obstructions relevant to their area of responsibility. Bristol Waste services were reorganised around 5 'Villages' and the community engagement team has increased in size (summer 2022). Problems on the street (including pavement obstructions) can be reported on Fix my street: FixMyStreet (bristol.gov.uk) If a parked vehicle is causing an obstruction it can be reported to the police: Report parking issues Avon and Somerset Police
33	Re-use parking bays to remove pavement obstructions e.g. on-street bin collection points, electric scooter parking hubs (RED)	BWA has requested that the Voi trial include on-road (rather than on-pavement) electric scooter parking. A pilot scheme for Clifton was proposed over a year ago, but has not yet been implemented.

7. Make walking safe		
34	Segregate pedestrian spaces from all faster moving vehicles (RED)	Some sections of fully segregated walking and cycling infrastructure can be seen at Whitehouse Street, Baldwin Street, Clarence Road. However, routes that are not fully segregated are still designed and implemented. The use of footways by e-scooter users continues to raise concerns and has not been resolved.
35	Prioritise the provision of pedestrian crossings to neighbourhood facilities (e.g. parks, schools, shops) and across major roads (AMBER)	New pedestrian crossings have been installed at: Hartcliffe Way, at the new re-use and recycling centre; Passage Road, Westbury-on-Trym (under construction) New pedestrian crossings are planned at: St Lukes Road, Totterdown; Cranbrook Road, Redland; Bedminster Green; Wells Road, Knowle (at junction of Woodbridge Road); Hareclive Road/Gatcombe Road. Improvements to existing pedestrian facilities are made during Bristol City Council's ongoing refurbishment programme. Recent examples include: Henbury Hill – new modern pedestrian facilities; Wellington Hill, new crossing points on junction for pedestrians; Nine Tree, new modern pedestrian facilities, with a widened footway; Plummers Hill, new modern pedestrian facilities outside a Primary School; Bristol Bridge, increasing pedestrian and cycling priority by downgrading the signalised junction and making the new signals more responsive.
36	Ensure key walking routes have sufficient visibility and oversight, and implement a citywide programme to replace existing pedestrian underpasses with street level crossings (AMBER)	New developments are required to take oversight into account, although the quality varies. Underpasses are being removed where development allows. The Dalby Road, Bedminster underpass has been removed. Alternative street level crossings have been provided around the Bearpit.
37	Improve the procedures for reporting problems with footways and uneven surfaces, and set targets to improve response times (RED)	'Fix My Street' reporting procedures do not always seem to work well Dashboard :: FixMyStreet Response times for this and other reporting methods are not currently available.
38	Make it easy for pedestrians to report collisions, including those involving bicycles and electric scooters as well as motor vehicles, and produce annual summaries (AMBER)	Incidents involving e-scooters can be reported to the operator Voi: https://report.voi.com/ Road safety concerns can be reported to Bristol City Council online: Tell us about a road safety concern (bristol.gov.uk) Accidents or incidents on the road can be reported to the police online: Report an accident or incident on the road Avon and Somerset Police However, it is difficult to know if such reporting has any effect as there are no summaries of reported issues or actions taken. Open data on traffic accidents is available: Traffic accidents — Open Data Bristol
39	Set and enforce tight limits on air pollution across the city (AMBER)	Bristol's Clean Air Zone has been considerably delayed but is due to be implemented at the end of November 2022 Bristol's Clean Air Zone . No tightening of pollution limits is being considered, for example to meet World Health Organisation guidelines.

8. Make walking pleasant and comfortable		
40	Work with communities, developers and businesses to improve streetscapes with attractive and 'active' frontages, lighting, interpretation boards, and public art as appropriate (AMBER)	BWA has contributed to more than 10 planning applications and consultations to reinforce the importance of the public realm in the past year. Larger new developments are usually required to indicate how they will make improvements to the wider public domain. A number of Business Improvement Districts have been established whose remit includes improving the public realm: Bedminster, Broadmead, City Centre, Clifton Village, Redcliffe and Temple Business rates in Business Improvement Districts (bristol.gov.uk)
41	Protect and plant street trees, and provide and maintain other green infrastructure e.g. parklets (AMBER)	Data on Bristol's tree canopy is available per ward Bristol Tree Canopy - 2018 (bristoltrees.space) showing 18% coverage but stark inequalities. Bristol City Council aims to double the tree canopy by 2045 but building developments, and lack of enforcement of Tree Protection Orders, have led to the loss of established trees. Bristol Tree Forum campaigns to protect trees: Bristol's Tree Canopy – Bristol Tree Forum The Forest of Avon Plan: A Tree and Woodland Strategy for the West of England The Forest of Avon Plan Forest Of Avon Trust includes Bristol street trees 5-19-greater-bristol.pdf (forestofavontrust.org) . Bristol City Council has joined the Trees for Streets scheme: Trees for Streets (bristol.gov.uk) . Parklets are being considered for the East Bristol Liveable Neighbourhood. Bristol Parks Forum campaigns to protect and enhance public green space in Bristol Bristol Parks Forum – for community park groups in Bristol Bristol Parks and Green Space Strategy is due for review. Associated documents are here: Bristol's Parks and Green Space Strategy (bristolparksforum.org.uk)
42	Provide benches as resting places (RED)	We are not aware of any systematic proposals for, or recording of, the provision of benches as resting places. However, there have been ad hoc projects providing benches including: two benches outside Bristol Museum & Art Gallery, July 2022, funded by the Post Office Remembrance Fellowship; a new bench donated to Ashton Court, January 2022, by Netflix; new benches on Horfield Common.
43	Develop a network of 'green' pedestrian routes (AMBER)	The West of England Joint Green Infrastructure Strategy 2020-2030 acknowledges the importance of connectivity between green spaces Joint-Green-Infrastructure-Strategy—June-2020..pdf (westofengland-ca.gov.uk) Bristol City Council plan to develop a green-blue grid, but it is currently unclear how pedestrian routes fit in with this. At neighbourhood level: - Bristol City Council passed a motion (January 2022) to encourage and support residents to plant trees in front gardens but we are not aware of any implementation plans - BS3 Wildlife Group secured initial funding (£10K) to work with Bristol Avon Rivers Trust on making the Malago, Pigeonhouse and Colliters Brook more wildlife friendly - several neighbourhood organisations give 'good garden awards' which encourage wildlife friendly planting

9. Provide walking information		
44	Provide information about walking routes through Bristol Legible City (AMBER)	The mapping base for Bristol Legible City covers central Bristol but to extend beyond the existing walking system would require further funding. Work is progressing on new illuminated monoliths (which will be easier to update) which are almost ready for installation. Funding to update and refurbish fingerposts is yet to be identified.
45	Supply walking information for residents and visitors to the city at public transport interchanges and through Visit Bristol (AMBER)	Visit Bristol has information about walking Walking & Walking Routes in Bristol - VisitBristol.co.uk plus maps and guides Bristol Maps & Guides Bristol Street Map (visitbristol.co.uk) Legible City panels will be upgraded at Bristol Temple Meads railway station as part of wider improvements.
46	Include walking destinations and timings on road signs and information panels at key points in the city centre and in neighbourhoods (RED)	Funding to update and refurbish fingerposts has been identified. Current fingerposts do not give walking distances and times. Work is progressing on new Bristol Legible City illuminated monoliths. The mapping artwork shows a 5-minute walk circle. . Bristol Legible City covers central Bristol but there are no plans to take Legible City into the wider Bristol neighbourhoods at this stage. Funding would need to be identified for this work. At neighbourhood level, some groups have provided their own signposts e.g. Totterdown residents group has installed a Fingerpost with walking distances and times to the nearest train stations (funding through TravelWest).
47	Provide online and paper maps of key walking routes in the city centre and in neighbourhoods (AMBER)	Bristol City Council blue paper maps are being updated and enlarged to cover a larger part of the city in partnership with Destination Bristol. The maps include a 5-minute walk circle. Walking route maps are available on the TravelWest website: Bristol walking route maps & videos - Travelwest Some community organisations have developed maps for specific purposes e.g. art trails, local history, which encourage and support walking.

10. Support walking through travel planning and enabling behaviour change		
48	Supply information about key walking routes, distances and times for travel planning on the Travelwest website (AMBER)	Information about walking is available, although not prominent, on the Travelwest website: Walk - Travelwest
49	Encourage and support public bodies, businesses, schools and other relevant organisations to include walking routes, distances and times in workplace travel plans (AMBER)	TravelWest offers some help with travel plans to businesses Travel Plans & Audits - Travelwest The extent to which organisations include walking routes, distances and times in their travel plans in Bristol is unclear. One initiative to encourage schools, businesses and communities to change travel mode is here: Accreditation - Modeshift Stars
50	Promote and support specific walking initiatives in the city including Walk to Work, Walk to School, Bristol WalkFest, and Bristol Walking For Health (GREEN)	Travelwest 'Find Joy in the Journey' promotes walking for short journeys: Find Joy In The Journey with Active Travel - Travelwest Walk to School week took place in May 2022. Bristol WalkFest took place throughout May 2022. Walk to School – A Journey to Wellbeing Bristol Early Years was piloted in five settings across the city in 2021/2022. Health related walking initiatives include: Walk and Talk - Changes Bristol Wellbeing Walks (ramblers.org.uk) (search for Bristol walks)