



Bristol Walking Alliance

campaigning to improve Bristol's walking environment

50 Ways to Better Walking – Progress Report

November 2023

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 last review of [50 Ways to Better Walking \(bristolwalkingalliance.org.uk\)](https://www.bristolwalkingalliance.org.uk) by Bristol Walking Alliance (BWA) in October 2022. 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 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</p> <p>Some key design guidance has been published and incorporated into new schemes. Improvements to existing infrastructure tend to be on a scheme-by-scheme basis. Concerns about full accessibility continue.</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 slower.</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 schemes.</p>
	<p>5. Count, monitor, and share information about walking. Overall score: AMBER</p> <p>Walking data (manual traffic counts) is collected for specific projects. Increased use of Vivacity camera technology is improving understanding of pedestrian behaviour and flows at complex junctions and informing design. Sustrans Walking and Cycling Index now includes several citywide walking indicators.</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 is recognised but continues to be unresolved. Resource issues have delayed provision of neighbourhood pedestrian crossings. Systems for reporting safety issues exist but follow-up and enforcement is unclear.</p>
	<p>8. Make walking pleasant and comfortable. Overall score: AMBER</p> <p>Street improvements are included in new developments and neighbourhood low-traffic schemes, but lack of resources impedes more widespread improvements.</p>
	<p>9. Provide walking information. Overall score: AMBER/RED</p> <p>Bristol's Legible City work has stalled because of funding and resource issues. 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, GoJauntly) is supported.</p>

1. Identify and improve walking routes		
1.	Identify and sign key walking routes into the city centre and between neighbourhoods (AMBER)	<p>Consultation is ongoing for several transport ‘corridors’ (A38, A4, A432/A4174, A37/A367, A37/A4018): Transport Corridor projects - Combined Authority (westofengland-ca.gov.uk). However, progress is slow, and the emphasis is on public transport and cycling rather than walking.</p> <p>Some walking route maps are here: Local cycling and walking infrastructure plan - West of England Combined Authority (westofengland-ca.gov.uk)</p> <p>There is much less emphasis on walking routes between neighbourhoods. The Legible City project intended to trial neighbourhood maps, but this has stalled following budget cuts and staff redundancy.</p> <p>Some improvements for pedestrians have been made to the Bristol to Bath Railway Path, although this continues to be perceived predominantly as a cycle path.</p> <p>A consultation has taken place about improvements to the A4 Portway: Transport Improvements to the A4 Portway Route Consultation Ask Bristol Consultation and Engagement Hub</p> <p>Work has begun on Concorde Way: Concorde Way - Southern section early engagement Ask Bristol Consultation and Engagement Hub</p> <p>Plans for the Frome Gateway include aims to improve the pedestrian environment and an initial consultation is underway: Frome Gateway</p>
2	Incorporate continuous pavements as part of road improvements, including bus corridor schemes (RED)	<p>Some continuous pavements are being proposed for specific transport schemes, including bus corridor improvements. They also feature in Local cycling and walking infrastructure plan - West of England Combined Authority (westofengland-ca.gov.uk).</p> <p>It is important to note that some disabled people have concerns about the design of continuous pavements, for example, kerbs help visually impaired people to navigate side road crossings. We understand a design has been agreed that addresses some of those concerns.</p> <p>The Transport Development Management (TDM) Guide does describe a ‘continuous footway crossover’ (in Section 3.3.3) but does not give detailed guidance on how it should be implemented.</p>
3	Provide adequate pedestrian crossing points along key routes and at least every 400m along main roads (AMBER)	<p>New pedestrian crossings are considered on a scheme-by-scheme basis, or from community pressure at particular sites.</p> <p>The Wells Road, Knowle, proposed Puffin crossing at junction with Woodbridge Road is complete.</p> <p>Resource pressures have led to long delays in neighbourhood schemes e.g. St Lukes Road, Totterdown (proposed zebra crossing); Cranbrook Road, Redland (island and build-outs).</p> <p>Better progress has been made in more central areas e.g. Old Market, Victoria Street and Bristol Bridge. The City Centre Development and Delivery Plan (CCDDP) includes “super-crossings” at Bond Street and Temple Way.</p> <p>Temple Way/Avon Street crossing: BWA has commented on a planned new signalised crossing of Temple Way.</p>
4	Audit and upgrade pedestrian routes across the Feeder Canal, River Avon New Cut and Floating Harbour (AMBER)	<p>Major work at Bristol Bridge is improving the route for pedestrians. Redcliffe Bascule Bridge and Gaol Ferry Bridge refurbishments are complete.</p> <p>Work is about to start on Vauxhall Bridge, which is estimated to take 2 years. Sparke Evans Bridge is in urgent need of structural repairs, and feasibility and inspection work has begun.</p> <p>Most of Bristol’s bridges require pedestrians and cyclists to share space which can lead to conflict e.g. Bristol City Council annual traffic count data suggests Goal Ferry Bridge is over capacity and not suitable for two-way flows of both pedestrians and people on bicycles.</p>

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 has created a new website setting out their expectations for new developments: https://www.bristol.gov.uk/transport-development-management-tdm Guidance relating to walking is here: Designing for walking - Bristol Transport Management Guidance Street Design Matrix (bristol.gov.uk) The revised Manual for Streets is currently being finalised and a publication date is currently being considered by the Department for Transport: Manual for Streets CIHT
6	Ensure all footways are wide enough for wheelchairs, double buggies and mobility scooters to pass each other comfortably (AMBER)	Many of Bristol's streets include pre-existing narrow pavements and it is important that no additional obstructions are permitted. Enforcement is poor in relation to obstructions such as pavement parking. New developments provide opportunities to improve the public realm including pavement widths. BWA engages with all major consultations: 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 ad hoc requests to install dropped kerb are not actioned. Installations occur as part of highway schemes or new developments.
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)	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) We are not aware of any recent pedestrian crossing audits conducted with visually impaired people in Bristol.
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 e-scooters, was established by the West of England CA and met on a monthly basis. Bristol City Council has agreed that future provision for e-scooter parking should be on-road, but until resources are available to implement this, parking will continue on pavements. 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) The Old City and King Street schemes included an Access Audit and recommendations fed into the proposals. Audits are often carried out as part of project development by WECIL and other stakeholders.
10	Ensure all transport interchanges are fully accessible (RED)	<i>The Inclusive Transport Strategy</i> , Department for Transport, 2020 is here: The Inclusive Transport Strategy: achieving equal access for disabled people - GOV.UK (www.gov.uk) Bristol Temple Meads station refurbishment includes improving accessibility e.g. an audio guide for people with visually impairments. The new Portway train station has accessible platforms but the accessible toilet was found to be locked on a site visit: Portway Park & Ride Station National Rail Step free access is a problem at local stations: 10-year rail delivery plan - West of England Combined Authority (westofengland-ca.gov.uk)

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. The new Portway train station has accessible platforms but no accessible toilet: Portway Park & Ride Station National Rail</p> <p>There are Changing Places toilets in City Hall and We The Curious. Bristol City Council received government funding for 3 changing places toilets in a Round 1 funding application and was eligible to apply in Round 2 but did not apply because of lack of resources.</p> <p>Bristol has a community toilet scheme: Public toilets (bristol.gov.uk) but some information continues to be inaccurate.</p> <p>The Public Toilets Equalities Network has been established, comprising members of voluntary sector groups and academics, to encourage cooperation between the local authorities, the voluntary sector and businesses to improve public toilet provision. Discussions are underway with the Cabinet Member for Public Health and Communities to establish a task and finish group.</p> <p>The CCDDP consultation acknowledges the importance of public toilet provision: City Centre Development and Delivery Plan (bristol.gov.uk)</p> <p>A new edition of the Bedminster toilet map has been published bedminster-toilet-map.pdf (ageing-better.org.uk)</p>
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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 Transport Development Management Guide Designing for walking (March 2023) makes reference to the Healthy Streets toolkit. Elements of the healthy streets approach are proposed in some neighbourhood development frameworks e.g. Bedminster Green, Mead Street, Whitehouse Street, Filwood Broadway. Assessments were undertaken for Old City and King Street, Concorde Way and East Bristol Liveable Neighbourhood.
13 	Make high streets welcoming and accessible by reducing through traffic and widening footways (AMBER)	Through traffic has been removed or reduced in several high streets including Cotham Hill and Princess Victoria Street. Funds have been secured for the Old City and King Street scheme which includes pavement widening, pedestrian safety features at the King Street/Queen Charlotte Street junction, and new zebra crossing on Crow Lane. Work should be complete by March 2024. A consultation has been undertaken on plans to reduce traffic in the Bristol's central shopping area around Broadmead: City Centre Development and Delivery Plan (bristol.gov.uk) Information about plans for high street improvements across Bristol, which include improvements to the pedestrian environment, is here: High street improvements (bristol.gov.uk)
14	Reduce rat-running by creating Liveable Neighbourhood schemes in consultation with local people (AMBER)	Consultation is continuing for East Bristol Liveable Neighbourhood: Have Your Say Today - East Bristol Liveable Neighbourhood - Commonplace Plans for a liveable neighbourhood in Bedminster have stalled. Improvements to Concorde Way South may include elements of a low traffic neighbourhood on some streets. Disabled people have some concerns about the design of Low Traffic Neighbourhoods Pave-The-Way-full-report.pdf (transportforall.org.uk) A consultation on Moving Traffic Enforcement powers has been undertaken Moving traffic enforcement powers consultation Ask Bristol Consultation and Engagement Hub but is yet to report findings.
15	Introduce School Street measures to restrict cars during school drop-off and pick-up times (GREEN)	School streets are being rolled out in stages. Recent additions are: 2022: Chester Park Junior School, Minerva Primary Academy, Whitehall Primary School. 2023: Cathedral Schools, St Bernadette Catholic Primary School, Ashley Down Primary School, Fair Furlong Primary School. The next school for consideration is Ashton Gate 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 stand-alone signalised pedestrian crossings on the Urban Traffic Control (UTC) system was completed in 2020 to reduce pedestrian delays. Subsequent work on UTC signals at junctions was proposed but has not been undertaken to date. The timing of pedestrian crossings in neighbourhoods may also be addressed in an ad-hoc way with the help of local councillors.
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, and the value of the design has been questioned since it prioritises approaching traffic. On current light controlled crossings, to allow people sufficient time to cross the road. New Department for Transport (DfT) guidelines suggest the green light should remain for an additional 20% of its current time.

18	<p>Require walkability assessments in the planning process for new developments and where changes are being implemented in existing neighbourhoods (AMBER)</p>	<p>Active Travel England are statutory consultees on all large planning applications. Standing Advice Note: Active travel and sustainable development, June 2023, has been prepared by Active Travel England to support local planning authorities as decision makers for planning applications: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1165492/active-travel-england-standing-advice-note-active-travel-and-sustainable-development.pdf Bristol City Council travel plan requirements for new developments are here: Travel plans for new developments (bristol.gov.uk) BWA engages with all major consultations with the aim of improving the pedestrian environment: https://bristolwalkingalliance.org.uk/category/planning-issues/</p>
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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 continue to be adversely affected by funding issues and driver shortages. Some services are less frequent, and others have been cut. The final report of a consultation is here: Big Choice on Buses (westofengland-ca.gov.uk)</p> <p>A new Portway Park & Ride railway station has opened and links with the Severn Beach line.</p> <p>Work is progressing on Ashley Down train station which is due to open in 2024: Ashley Down station - Travelwest</p> <p>A mobility hubs trial is seeking to improve access to, and availability of, sustainable transport options: Mobility Hubs - West of England Combined Authority (westofengland-ca.gov.uk)</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>Improvements to bus stops are planned for the main transport corridors currently identified for upgrading: A38, A4, A432/A4174, A37/A367, A37/A4018 but progress is slow: Transport Corridor projects - Combined Authority (westofengland-ca.gov.uk)</p> <p>Upgrades are secured through the planning process.</p> <p>There are concerns that the position and design of some 'floating' bus stops leads to conflict and may be dangerous for some pedestrians. This is known to Bristol City Council and stakeholder engagement is underway</p> <p>Real-time bus information is unreliable and improvements are planned as part of the Future Transport Zone (FTZ) programme Future transport zone - West of England Combined Authority (westofengland-ca.gov.uk).</p>
21	Provide walking information at public transport interchanges (RED)	<p>Legible City panels were to be upgraded at Temple Meads railway station and was awaiting confirmation of works planned for new entrances.</p> <p>An overall upgrade of mapping artwork was planned across the central area but has not progressed.</p> <p>Lack of resources and staff redundancies have stalled Legible City progress.</p> <p>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 still not easy to find (https://travelwest.info/walk)</p> <p>The West of England CA consulted on mobility hubs with a view to finalising a shortlist for delivery in early 2023. A design and procurement stage is underway with a view to starting to construct the Hubs in late 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)	Information about Bristol City Council traffic data and monitoring is here: Traffic monitoring (bristol.gov.uk) Key pedestrian routes are not monitored on a regular basis but walking may be monitored for specific proposals e.g. East Bristol Liveable Neighbourhood. Data are collected on six key pedestrian bridges on an annual one day count each summer. There are plans to monitor all pedestrian flows over river and harbour crossings. Vivacity sensors, which are able to count pedestrian movements have been installed at some key sites. Not all data collected are presented clearly to demonstrate the prevalence and importance of walking trips and pedestrian movements. Bristol City Council continues to fund the Sustrans Walking and Cycling Index which now disaggregates walking and cycling The Walking and Cycling Index - Sustrans.org.uk
25	Set ambitious targets to increase walking with allocated funding (AMBER)	Bristol City Council and the West of England Combined Authority targets and funding still tends to be related to 'sustainable transport' or 'active travel' rather than specifically for walking. The Local Cycling and Walking Infrastructure Plan 2020-2036 is here: Full-LCWIP-Jan-2021.pdf (westofengland-ca.gov.uk) Bristol secured £3.4m funding from the Department for Transport as part of Tranche 4 of the Active Travel Fund, which is administered by the West of England Combined Authority.
26	Include questions about people's walking needs and wants in travel surveys and quality of life questionnaires (RED)	A question about walking to work is included in Bristol's Quality of Life questionnaire, but walking is still not reported as one of 50 priority indicators in the reports. The 2022/23 Quality of Life report is here: https://www.bristol.gov.uk/files/documents/6332-quality-of-life-2022-23-final-report-with-appendix/file Searching the Quality of Life data dashboard shows that the % who walk to work has decreased. West of England Travel to Work Survey now includes Bristol, South Gloucestershire, Bath and North East Somerset and North Somerset councils (Severnnet) Travel to Work Survey – Severnnet The survey ran 6-10 March 2023 and results do not seem to be publicly available.
27	Designate and monitor separate budgets for walking (RED)	Budgets for pedestrian infrastructure continue to be included within wider 'sustainable transport' and 'walking and cycling' budgets.
28	Identify walking as a separate mode of transport in travel reports, policy documents and transport planning (AMBER)	BWA continues to be a member of Bristol One City 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 Sustrans now separate walking and cycling in the Walking and Cycling Index. Nevertheless, numerous proposals and reports continue to conflate walking and cycling.

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)	The Bristol City Council/Bristol Waste policy of removing commercial bins from pavements in central Bristol has had some success. Waste guidance has been updated to ensure new developments have facilities within their curtilage to prevent bins being stored on the highway. Smaller bins continue to be a problem in streets across the city. We are not aware of any systematic monitoring in relation to pavement obstructions. Enforcement continues to be limited. Footway obstructions can be reported here: FixMyStreet (bristol.gov.uk)
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. E-scooter parking is an additional problem, with e-scooter parking on pavements actively promoted in designated areas. Attempts to move e-scooter parking to designated on-road parking bays have been agreed in principle, but implementation is not currently funded.
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 (AMBER)	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 advice for reporting street issues is to report through Bristol City Council: Street cleansing - Bristol Waste Company 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)	There has been very little progress in re-purposing parking bays to remove pavement obstructions. A new contractor (Tier) will be responsible for e-scooters and electric bikes in Bristol from October 2023. Both e-scooters and bicycles are currently assumed to be parked on pavements where there is sufficient space.

7. Make walking safe		
34 	Segregate pedestrian spaces from all faster moving vehicles (RED)	Bristol Bridge improvements include sections of fully segregated walking and cycling infrastructure. Plans at the Old Market roundabout include a segregated cycle route on Tower Hill with protected pedestrian spaces that connect Old Market roundabout and Castle Street (Old Market Gap). Counterslip has had a segregated cycle route added. However, new unsegregated routes are still designed and implemented. The use of footways by e-scooter users continues to raise concerns.
35	Prioritise the provision of pedestrian crossings to neighbourhood facilities (e.g. parks, schools, shops) and across major roads (AMBER)	New pedestrian crossings has been completed at Passage Road, Westbury-on-Trym and Wells Road, Knowle. Others are planned for St Lukes Road, Totterdown; Cranbrook Road, Redland; Bedminster Green; Hareclive Road/Gatcombe Road. However, staffing and resource issues are causing delays. Improvements to existing pedestrian facilities are planned at: 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; Old Market roundabout, wider and safer crossing points for people walking and cycling.
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 take oversight into account as part of the planning process, although quality varies. Underpasses may be removed where development allows e.g. Dalby Avenue. There are plans to improve rather than remove the underpass at Broad Plain, but street level crossings are also being improved.
37	Improve the procedures for reporting problems with footways and uneven surfaces, and set targets to improve response times (RED)	Some 'Fix My Street' reporting procedures seem to have improved although there are still concerns that reports are shown as closed without reporting a solution 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)	A new e-scooter and e-bike operator (Tier) has been appointed and can be contacted by phone (0808 304 4069) or by email (support@tier.app) and are also developing an online reporting tool similar to FixMyStreet. 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 Open data on traffic accidents is available: Traffic accidents Traffic accidents Open Data Bristol
39	Set and enforce tight limits on air pollution across the city (AMBER)	Bristol's air quality annual status report 2023 is due to be published. Continuous air quality is here: Air Quality Dashboard (arcgis.com) Bristol's Clean Air Zone is in place: Bristol's Clean Air Zone The JSNA Health and Wellbeing Profile 2023/24 on air pollution is here: JSNA 2023.24 - Air Pollution (bristol.gov.uk)

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 continues to comment on planning applications and transport consultations to reinforce the importance of the pedestrian environment: Planning - Bristol Walking Alliance Larger new developments are usually required to indicate how they will make improvements to the wider public domain. Business Improvement Districts have been established whose remit includes improving the public realm: Bedminster (soon to be dissolved), 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)	Bristol City Council is developing a tree and woodland strategy: 10a. Appendix A Draft Bristol Tree and Woodland Strategy v3.1.pdf Bristol City Council aims to double the tree canopy by 2045. This includes a number of schemes including: Trees for Streets: Trees for Streets (bristol.gov.uk) . One Tree per Child, which mainly focuses on green spaces: One Tree Per Child (bristol.gov.uk) A new Parks and Green Space strategy is due to be adopted in March 2024: 9 - Scrutiny Report - Parks and Green Space Strategy.pdf (bristol.gov.uk) Parklets are being considered for the East Bristol Liveable Neighbourhood: Have Your Say Today - East Bristol Liveable Neighbourhood - Commonplace Largescale building development is resulting in the loss of established trees in streets and public spaces. Bristol Tree Forum campaigns to protect trees: Bristol Tree Forum – 'The true meaning of life is to plant trees under whose shade you do not expect to sit.' Nelson Henderson, Under Whose Shade
42	Provide benches as resting places (AMBER)	We are not aware of any systematic proposals for, or recording of, the provision of benches as resting places. However, new building developments and neighbourhood traffic-calming schemes may include benches as a contribution to the public realm.
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's draft Tree and Woodland strategy includes a Street Tree Renaissance Flagship Project to plant at scale trees within the adopted highway's network of roads and pavements 10a. Appendix A Draft Bristol Tree and Woodland Strategy v3.1.pdf

9. Provide walking information		
44	Provide information about walking routes through Bristol Legible City (AMBER)	Work on Bristol Legible City stalled due to staffing and resource issues. Bristol City Council has appointed a Wayfinding Manager on August 2023 for an initial 6 month period.
45	Supply walking information for residents and visitors to the city at public transport interchanges and through Visit Bristol (AMBER)	Visit Bristol has online information about walking Walking & Walking Routes in Bristol - VisitBristol.co.uk plus maps and guides Bristol Maps & Guides Bristol Street Map (visitbristol.co.uk) It is unclear whether there is any coordinated provision of walking information at public transport interchanges.
46	Include walking destinations and timings on road signs and information panels at key points in the city centre and in neighbourhoods (RED)	Existing Bristol Legible City work covers central Bristol but there are no current plans to take Legible City into the wider Bristol neighbourhoods. Funding and resources would need to be identified. Legible City mapping and artwork guidelines have been shared with members of the WECA mobility hub project team. This includes mapping, colour references, fonts and currently used pictograms. At neighbourhood level, some groups have provided their own signposts by applying for grant funding.
47	Provide online and paper maps of key walking routes in the city centre and in neighbourhoods (AMBER)	Online maps are available through Visit Bristol: Walking & Walking Routes in Bristol - VisitBristol.co.uk plus Walking route maps are available on the TravelWest website: Bristol walking route maps & videos - Travelwest The distribution of paper maps throughout the city is unclear. Legible City Walking Printable Map artwork is available on request via a non-commercial licence agreement to interested parties for use online and in printed format. The map is on the Visit Bristol site: Bristol Maps & Guides Bristol Street Map (visitbristol.co.uk) Some community organisations have developed maps for specific purposes e.g. art trails, local history, which encourage 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 Greater emphasis appears to be placed on public transport and cycling.
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 Travel Plans & Audits - Travelwest The extent to which organisations include walking routes, distances and times in their travel plans 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 Ramblers Wellbeing Walks Bristol (GREEN)	Travelwest 'Find Joy in the Journey' promotes walking for short journeys: Walk - Travelwest Walk to School week took place in May 2023. Bristol WalkFest took place throughout May 2023. Award winning Go Jauntly App developed in conjunction with WalkFest. Health related walking initiatives include: https://beta.ramblers.org.uk/go-walking/wellbeing-walks-groups/ramblers-wellbeing-walks-bristol Bristol City Council walk leader courses are provided e.g. Community Walk Leader Course - Bristol Health Partners and walking groups have access to match funded grants to expand their reach.