

Transport Manifesto for Greater Bristol

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A step change in powers and investment is required to meet Greater Bristol's transport needs and the challenges of congestion, climate change, quality of life and air quality. This Manifesto introduces a practical, balanced, yet bold approach. It has been developed by a broad alliance of groups and residents who call on the councils, other organisations and MPs to support it.

1. A **Transport Authority** to be set up for the whole subregion to coordinate and regulate bus, rail and ferry services, and to integrate with other modes and policies. These powers, under democratic control, are essential to achieve more than the current piecemeal approach. Greater Bristol should have the same status as the other major city regions whose powers are being reviewed. Powers should be integrated with regional **land use planning** system.

Public Transport

2. **Bus lanes** on all possible radial and orbital routes in the city. Bus and rail park & ride on some. Other bus priority measures where necessary. Enforcement with heavy penalties for misuse.
3. Regulate **bus services** to ensure attractive, quality services and cheaper fares. Councils should demand full powers under the review by Government.
4. Minimum half-hourly service on all **local rail**, over extended hours, including Severn Beach line. Improved signalling at Temple Meads. New stations to be opened and network increased in size, including Portishead and Henbury lines. Light rail service to be considered where appropriate.
5. Regulate to improve connections and **integration**, between local and long distance rail, buses, coaches, ferries, cycling and walking. Provide ticket machines at all stops on major routes.
6. Improve **accessibility** to and **security** on all transport modes for people with disabilities (including impaired vision) and socially excluded.

Cycling & Walking

7. Comprehensive, quality and integrated **cycle** facilities, well maintained and signed, with unbroken routes. This includes on and off-road routes and enforced no parking of vehicles on them. Secure cycle parking. Promotion and training for all ages.
8. Rolling programme to redesign streets to achieve **20mph safe zones** in all residential streets (as in Portsmouth and Hull) and shopping areas to encourage local walking and cycling. Increased pedestrianisation and traffic-free areas of the city and neighbourhood centres. New signed key pedestrian routes including new harbour crossings.

Funding

17. **Funding** of this plan will be from a combination of sources - Government & regional grants, council tax, Road User Charging, parking charges and fines, developers, re-allocation from Business Rates and fines from new fixed/mobile camera systems.

Travel Planning

9. Enhanced programme to reduce car journeys to school, including cheap bus services, and to improve health and safety of children and teachers.
10. Extended '**Smarter Travel Choice**' promotion and Travel Plan schemes to reduce car use in the workplace and colleges. Regular personalised travel marketing to all residents, especially when they move house. Encourage car clubs in new developments, car sharing, teleworking, flexible working and improved travel information.

Traffic Management

11. **Road User Charging** and/or **workplace parking levies** to restrain traffic and raise funds to be invested in public transport (bus, rail, ferry and light rail), walking and cycling schemes.
12. **Residents parking schemes**, particularly around the inner areas of the city.
13. No net increase in major **road capacity**. The £40m so far planned for the South Bristol Link Road to be re-allocated to improving south Bristol public transport instead, possibly including light rail.
14. Implement the Air Quality Action Plan to enforce **air quality** standards across the city, including low emission zones. Require low emission and quieter buses, taxis and Council vehicles throughout the city.

Land Use Planning

15. Resist large **new developments** on Green Belt: rather increase housing capacity in areas already served by existing local facilities and public transport, walking and cycling facilities. Encourage high-density mixed-use development near local amenities and transport links. Require developments to contribute more to the costs of local amenities and sustainable transport. All larger housing developments to be home zones with low parking and car clubs.
16. Reduce impact of travel to **Bristol International Airport** by not expanding current parking provision and a target of 50% public transport to be set by North Somerset council. BIA to provide a regular flyer bus service to Bath, Bristol and Weston-Super-Mare at a flat cheap rate such as £1. More stops to be introduced to extend service to local people.



Support the 'Transport for Greater Bristol' Campaign

Transport for Greater Bristol Alliance is a campaigning group of volunteers with specialist transport expertise. We work with Councillors & MPs to achieve a quality public transport system. We wish to reduce damaging environmental trends such as:

- road transport's contribution to total local carbon emissions standing at 36%
- the government's prediction of a 30% increase in car ownership by 2015
- the patronage of buses which has been reducing in recent years

Success in reversing these trends will rely on a campaign to achieve bus and rail transport which gets people to their destinations conveniently, comfortably and economically complemented by improved facilities which encourage people to walk and use bicycles.

Since the Transport for Greater Bristol Alliance launched its Manifesto in Nov 2006, the Government introduced its Local Transport Act and is offering increased powers to city transport authorities across the UK and the further regulation of buses. We are campaigning with local councillors to seize this opportunity. The Alliance has the support of all of the majority of Bristol's MPs to make the case to the Government and is working with the four local authorities and their partnership, The West of England Partnership (WEP) to achieve our Manifesto aims.

We know that Greater Bristol's transport system has suffered from lack of investment and think that a step change in powers and funding is needed to reduce congestion and pollution to give our region a quality public transport system.

Our Manifesto contains the policies necessary to start transforming transport in the Greater Bristol region providing genuine alternatives to the car as we move to a low carbon economy. We believe that local people want their councils to put transport higher up the local political agenda.

The Alliance considers that immediate improvements can be achieved using the money won in recent bids from the government. The Joint Local Transport Plan (JLTP) drawn up by our four local authorities is a step in the right direction. However the option of an Integrated Transport Authority, available in the Local Transport Act needs to be adopted by the four councils to give them the required powers to regulate public transport. Meanwhile we have major reservations about the South Bristol ring road and the Bus Rapid Transit proposals in the JLTP as these would divert much needed money from what we see as the priorities:

Bus Priorities

- Cheaper fares and efficient ticketing and interchangeability between companies and modes using a Smartcard system
- Frequent and reliable services – every ten minutes and with trained and competent staff
- Expanded network of buses which are clean and comfortable

Rail Priorities

- Opening of disused stations and track – stations to provide platform facilities eg shops, cafes and toilets
- A light rail network to compliment the heavy rail network and integrate with the bus network

Walking and Cycling Priorities

- A continuous, integrated, and well-maintained cycling and walking network for Bristol
- 20mph safe zones in all residential streets to encourage local walking and cycling.
- Increased pedestrianisation and additional traffic-free areas of the city

Support the campaign for more powers and funding - For updates on the campaign or to find out how you can support us visit our website <http://www.tfgb.org.uk/>

The following organisations have supported us so far.

Bristol Civic Society, Southville Community Development Association, LifeCycle UK, CTC - the UK's national cyclists' organisation, Sustrans, Bristol Cycling Campaign, RMT Bristol Rail Branch, Friends of the Earth, Bristol and England, Local Agenda 21 Land Use Group, Living Streets Bristol, Malago Valley Conservation Group, Friends of Suburban Bristol Railways, Streets Alive, Kerry McCarthy MP, Stephen Williams MP, Dawn Primarolo MP, Sustainable Bishopston, Socialist Environmental Resources Assoc. (SERA south west), Campaign for Better Transport (England), Redcliffe Parade Environmental Association, Bristol and Bath Travel to Work Campaign for Better Transport, CHASE – Cliftonwood & Hotwells Action for a Sustainable Env, Unison (Bristol), Better Food Company, Sustainable Southville, Alastair Sawday Publishing, Portishead Railway Group, Railfuture (Severnside Branch), Transition Bath, Sustainable Pill & District, Radstock Action Group, Transport Salaried Staffs' Association, Saltford Station Campaign, ASLEF Bristol Branch, Sustainable Thornbury

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