

## **STATEMENT IN RESPONSE TO BRISTOL CYCLING CAMPAIGN MANIFESTO FOR MAYORAL CANDIDATES - MAY 2016**

**TONY DYER, GREEN PARTY**

---

*Having attended the launch of the Space for Cycling Manifesto, I am very pleased to re-confirm my support for its goals and objectives.*

*In my Green Mayor manifesto, I have identified 10 key priorities for implementation after the election, they include producing an active transport strategy for the city based on the independently produced manifestos of the Bristol Walking Alliance and the Bristol Cycling Campaign.*

*It is my intention to rebalance Bristol's transport network by improving public and active transport – the latter includes both walking and cycling.*

*By providing a range of attractive travel alternatives to sitting in a car stuck in a traffic jam breathing in car fumes, I believe that we can deliver a far cleaner, less congested, much healthier, city. A city fit for the 21<sup>st</sup> century.*

*Such a city recognises that, for some, there is little alternative to the car for a substantial number of their journeys – for example, Blue Badge Holders, community nurse, and care workers. However, we also need to recognise that a large proportion of the population consists of those would consider using a bike if they were confident that it would be safe to do so, and that our cycling network was suitable for all ages and abilities.*

*If we can deliver such a system, the benefits will accrue to all – better quality air to breathe, healthier lifestyles for an increased proportion of the population, less congestion and shorter journey times for those who continue to use the car, and less damage to the built environment including pavements.*

*A Bristol designed first and foremost for people not motor vehicles is a Bristol fit for the future.*

### **Questions for Candidates on specific priorities**

**1. Will you create protected **Space for Cycling on the Gloucester Rd?****

*The Gloucester Road is an important transport artery for the city. If we are serious about cycling as a transport option then, by definition, we must ensure that there is space for cycling on our major transport arteries.*

**2. Will you support a **Living Heart for Bristol** by removing through traffic from  
Anchor Rd, Park St, Haymarket, Baldwin St and Prince St?**

*As one of the founders of Living Heart for Bristol I am very supportive of its aims. Many vibrant cities have successfully rebalanced their city centres creating space for pedestrians and cyclists that have also generated economic,*

*environmental and health benefits. In many cases a key element of this has been to redesign the city centre to reduce through traffic for private cars – Copenhagen's success as a cycling city is at least partially due to its gradual pedestrianisation of key streets to remove through traffic.*

**3.** Will you set up a **Space for Cycling Inner Loop** connecting Clifton Triangle, St James Barton, Temple Circus, Redcliffe roundabout, new Arnolfini Bridge and Jacob's Wells roundabout?

*The route identified above between Jacob's Wells roundabout and Temple Circus via St James Barton already forms part of the Inner Access Loop Road – the Inner Access Loop Road will likely need some remodelling in order to fulfill its role as an alternative route for car traffic that avoids the city centre – especially once the Living Heart proposals are implemented. Such remodelling work should also recognise the route's role as a key element of the Space for Cycling Inner Loop. Most of the remainder of the Space for Cycling Inner Loop, ie the section connecting Temple Circus with Jacob's Wells Roundabout via Pero's Bridge (new Arnolfini Bridge), largely coincides with the Brunel Mile. Much of this route already has some cycling provision but elsewhere it needs upgrading – the proposed realignment of Redcliffe Way and the removal of the Temple Circus roundabout offers an opportunity to further improve this route for cycling.*

### **General Questions for Candidates**

**1.** Will you plan to **Get Bristol Moving** by making the best use of the limited capacity of our streets and roads so that 80% of trips can be healthy and sustainable (40% walking, 20% public transport, and 20% cycling)?

*As mentioned elsewhere, my mayoral manifesto, I have identified 10 key priorities for implementation after the election, they include producing an active transport strategy for the city based on the independently produced manifestos of the Bristol Walking Alliance and the Bristol Cycling Campaign. That includes support for the targets identified above.*

*In support of that key priority for active transport, my manifesto also includes the following commitments on cycling in particular:*

*Promote a long term plan for cycling and routes in the city.*

*Train at least 80% of school children to cycle safely (currently only 50%).*

*Identify the most dangerous places for cyclists in the city and put in place measures to improve safety.*

*Promote two way cycling on more one way streets to make cycling journeys more direct.*

*Better integrate cycling into the Council's overall highways and transport function.*

**2.** Will you prioritise **Funding for Cycling** with sustained investment of £ 16 per

head, and an aspiration for £ 25 per head? Also ensure that 10% of the council transport budget delivers clear benefits for cycling.

*I was very disappointed with the government's recently published Cycling and Walking Investment Strategy published recently. Particularly in comparison with the All Party Parliamentary Cycling Group's Get Britain Cycling report. It completely fails to understand the high returns on investment in cycling infrastructure.*

*An investment of £ 16 per head in Bristol equates to around £ 7m, whilst £ 25 per head is around £ 11m. This still remains a relatively small amount compared to the amounts spent on road building, or investment in schemes such as Metrobus, but I am happy to support it in conjunction with ensuring that 10% of the council's transport budget delivers clear benefit for cycling.*

**3.** Will you open up our **Streets for All** through a 'good transport plan' in every neighbourhood? Residential areas should have low speeds, continuous pavements across side streets, no rat running and all streets open for cycling.

*As the former chair of Bristol Living Streets, I sought to encourage community led development of neighbourhoods that prioritised people rather than traffic. Too many of our neighbourhoods are dominated by cars, either moving or parked up, too often on pavements causing an obstructions to pedestrians – especially those with prams and pushchairs, or those with limited mobility or impaired eyesight. I am a strong supporter of 20mph speed limits which reduce the severity of accidents involving motor vehicles. Good transport plans should prioritise the needs of local residents, especially children and the elderly or infirm.*

**4.** Will you take every opportunity to create **Space for Cycling** on busy or fast roads and junctions, with 'Triple A' standards for All Ages and Abilities, so that there are safe routes to school, to work, to shop, and to green spaces?

*Yes, studies have shown that often the greatest barrier to increased levels of cycling are concerns about safety, which in turn is related to the lack of adequate infrastructure. In order to increase the levels of both cycling and walking we need to ensure that cyclist and pedestrians feel safe and secure. Portland in Oregon identified four types of transport cyclist – whilst 8% were either "strong and fearless" or "enthused and confident", a much larger proportion (60%) were "interested but concerned". It is this 60% that need to be the focus of future cycling provision.*

**5.** Will you plan for **Living Hearts** for the centre and our neighbourhoods?  
This

means public spaces at the centres of our neighbourhoods that are not dominated by through motor traffic, where people are the priority, not traffic.

*Yes. The benefits of public spaces that are not dominated by motor traffic are*

*considerable. This is well recognised and is a reason by so many new developments are designed to reduce the impact of the car – for example Cabot Circus. Creating spaces for people, accessible by good quality pedestrian and cycling routes, and serviced by good public transport facilities enhances the built environment and encourages greater foot-fall and inter-action, which in turn is not only good for the economy but also contributes positively to health and well-being.*