Bristol Cycling Campaign Manifesto for Bristol Mayoral Candidates

Double cycling rates in Bristol by 2024

Our Mayor and council must have a transforming vision for active travel, seeing cycling as a genuine transport option and a key tool to reduce the health and financial inequalities we face as a city.

Bristol's residents want to see the political will and resulting funding to improve infrastructure across the city so that people of any age and ability can choose to ride a bike if they want to. We are calling on candidates to commit to building the infrastructure needed to double cycling rates by the end of the mayoral term in 2024.

By the end of the mayoral term will you agree to:

1. Start implementing the Local Cycling and Walking Infrastructure Plan, incorporating the improvements suggested by the Campaign, with three key strategic routes completed by 2024.
2. Implement a minimum of six Liveable Neighbourhoods.
3. Extend the School Streets programme to all schools on suitable roads (est. 75 schools).
4. Install 1,000 bike hangars across the city, in addition to secure cycling lockers or hubs at Park and Ride locations, and a secure bike-parking hub at Temple Meads Station.
5. Complete the City Centre cycling network to the highest standards of the current guidance (LTN 1/20).

For further detail on the above asks please see the following page.

1 Bristol is slowly building a satisfactory city centre cycle route network. This is of limited value without a series of radial routes on arterial roads, or alternatives, to enable people to get to the centre. To some extent this issue is addressed by the Local Cycling and Walking Plan. We are asking for three key strategic routes by 2024, incorporating the improvements suggested in the consultation and by us in our response.

Our response to WECA's Cycling Plan – Bristol Cycling Campaign

West of England Local Cycling and Walking Infrastructure Plan - Travelwest

2 Liveable Neighbourhoods (also called low-traffic neighbourhoods) should form the basis of our transport policy for reducing car dependency. They aim to improve conditions for walking and cycling and to reduce traffic dominance as well as creating community spaces for all to use. As part of the Liveable Neighbourhoods strategy we ask you to adopt the Healthy Streets Approach; which sets out ten indicators that show whether streets are healthy, safe and welcoming for everyone.

Bristol Cycling Campaign are a key founding member of the Liveable Neighbourhoods for Bristol campaign and we will continue to work with the campaign to push for effective roll out of Liveable Neighbourhoods. It is crucial that initial pilots are successful and that consultation with local people and businesses is done effectively to develop support.

Liveable Neighbourhoods for Bristol

Healthy Streets Indicators

3 The two pilot schemes for School Streets in Bristol, where non-access motorised traffic is suspended at the beginning and end of the school day on roads immediately outside schools, should be rapidly extended to all schools on roads where this is possible. A recent report by Mums for Lungs and Possible identified that School Streets are likely to be feasible for 75 schools in Bristol. We also call on the council to develop processes to enable schools to trail School Streets on a temporary basis.

Mums for Lungs/ Possible School Streets Report

4 Install 1,000 lockable, on-street bike hangars across the city, put secure cycling lockers at Park and Ride locations, and build a secure bike-parking hub at Temple Meads Station. Secure parking is overlooked as a crucial part of cycling infrastructure. People have to be able to park their bikes securely at home and at their destinations, or they can't cycle at all. This is a social justice issue: the need for secure parking is greatest for people on low incomes, who can't afford more expensive forms of transport and can least afford to have a bike stolen.

Bristol Cycling Campaign Report on Cycle Hangars

5 Complete the City Centre cycling network to the highest standards; This should include creating high quality segregated cycle lanes on Victoria Street, on Temple Way, on Redcliffe Way and over Bedminster Bridges. The closure of Prince Street Bridge to motor vehicles, a bus gate on Cumberland Road and improvements on High Street, Wine Street, Newgate and Broadweir. Gaps, often short, in the existing cycle network need to be connected and shared use "cycling pavements" gradually replaced by segregated cycle paths. We would also like to see a Bus Gate on Park Street, transforming this key retail and leisure destination into a street we can all be proud of.