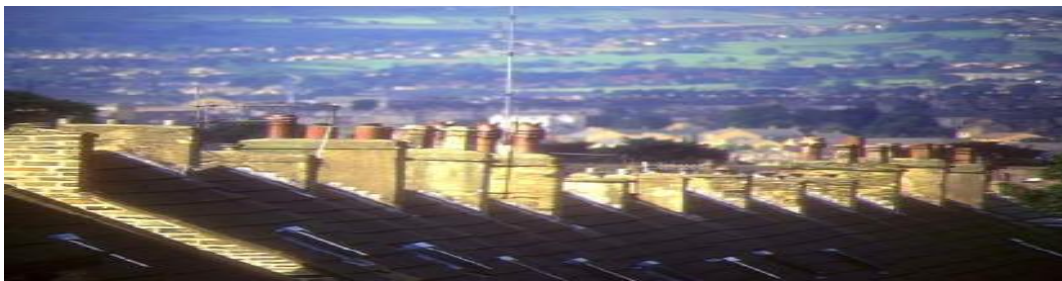


A Green Manifesto for Bradford District



Transport



ShIPLEY **Green Party**
April 2010





Transport

The issue



Rising traffic levels are a major contributor to urban stress, airborne pollution and respiratory illnesses such as asthma. Traffic congestion also costs the UK a fortune in lost time and late deliveries.

Although the Labour government was elected in 1997 with a promise to cut the number of cars on the road, traffic levels and congestion have continued to increase. The Green Party is the only major party that would introduce measures that would reverse this trend and enhance the quality of life of our urban centres.

In Bradford

Across West Yorkshire, traffic levels increased by 1.6% between 1999 and 2003. The distance travelled to work by commuters increased by 37% between 1991 and 2001. In all, 148 children were killed on the region's roads in 2004-5 alone.



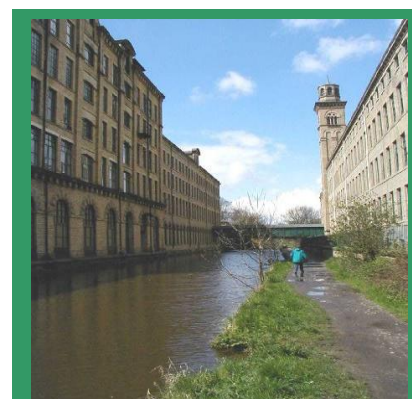
Parts of Bradford are heavily congested with traffic – the worst-hit areas include Saltaire and parts of Shipley. The opening of the Bingley Relief Road several years ago brought relief to the centre of Bingley and misery to Saltaire. Overall, according to the Highways Agency, the combined amount of traffic travelling along the old and new Bingley roads increased by 47% in the first two years alone, nearly 14,000 vehicles per day, many of which also drive through Saltaire and Shipley.

Cycling, walking and the use of public transport have all increased, especially on the trains, but not by enough to stem the rise in road traffic - cyclists, for example, account for the same proportion of commuters as a decade ago. The Local Transport Plan for 2006-11 is full of excellent ideas to persuade more of us to leave our cars at home, but will need to be much more ambitious in order to change the way we move around.

What would a Green Council do?

A green council would:

- ▶ sell our £6 million equity share of Leeds-Bradford airport and invest the proceeds in local transport initiatives;
- ▶ develop a dedicated Travel Plan for Bradford Council, with adequate staffing and funding, with the aim of reducing council-related traffic in the district by 7,000 vehicles per day within two years;
- ▶ encourage all major local employers develop and coordinate their travel plans with Council support;
- ▶ abolish councillors' free parking allowances;
- ▶ replace councillors' mileage allowances with a new flat rate set at the lowest current rate to encourage use of more efficient cars;



More commuters on the Leeds-Liverpool canal means less traffic on the A650 in Saltaire



- ▶ increase car parking charges above inflation year-on-year, re-investing the revenue into public transport and cycling;
- ▶ reduce the availability of city centre car parking in the major urban areas of the district in proportion to any increase in the availability of park and ride schemes on the perimeter of these areas;
- ▶ improve provision for cyclists, particularly along main commuter routes into Bradford and key radial routes around our urban centres, by investing in dedicated cycle lanes separated from the traffic and pedestrians and other support facilities such as secure cycle parking;
- ▶ invest heavily in more pedestrian crossings, and make light controlled crossings more responsive to walkers by reducing the waiting time for pedestrians and increasing the time allowed to cross;
- ▶ provide more Crossing Patrol Officers near schools;
- ▶ seek to reduce the amount of traffic driving into and through Bradford City Centre, perhaps through the introduction of some form of congestion charge (subject to a feasibility study and adequate public consultation);
- ▶ support the introduction of 20mph zones wherever practicable in residential areas, develop 'home zones' in more residential streets and invest in re-designed roads that reduce the dominance of motor traffic in favour of pedestrians and other road users - as part of this strategy, we will widen pavements wherever it is possible to do so in accordance with transport regulations;
- ▶ introduce residents' parking schemes in all residential areas where there is no off-street parking;
- ▶ seek to ensure that all new housing developments are car-free where possible;
- ▶ invest in additional street wardens to deal with issues such as obstruction, cars parking on pavements, cars parking illegally, cars and vans parking in cycle lanes, cars using bus lanes illegally and pavement cycling;
- ▶ work with the bus and train companies to develop more comprehensive park-and-ride schemes across the district;
- ▶ work with the bus and train companies to ensure that bus stops and station areas are adequately maintained and cleaned;
- ▶ introduce two-way bus lanes wherever practicable, beginning with major commuter routes;
- ▶ explore the feasibility of introducing a light tram network in parts of the district, including a link between Bradford Interchange and Forster Square stations;
- ▶ invest heavily in developing safer routes to school across the district.

