

# Moving Bristol Forward



Our vision for transport in greater Bristol



**Transport for  
Greater Bristol  
Alliance**  
Campaigning for  
Integrated Transport



## Bristol is a great city, but its transport needs to change

As Bristol residents, we love our city. We want it to be the best city that it can be: a clean, zero carbon, just city where everyone can have a rich, fulfilling and happy life.

To do this, Bristol's transport system needs a big upgrade. In this document, we set out why, and how it can be done. Our proposals have been informed by talking to many residents who also think that transport needs to change – we are grateful for their time and expertise.

Here we set out our intentions and a plan to deliver them. Like any real plan, it is subject to change as circumstances change. We do not claim that our proposals will fix every problem in the city. But they will make a big difference.

We start with the principles behind our approach. Then we dig into the transport problem, and what we can do about it.

We do have more detailed plans on our website ([www.tfgb.org](http://www.tfgb.org)) on rapid transit(trams), buses, parking, and traffic management. This report was developed by our consultants, Mobility Lab in consultation with us, as a synthesis of those plans and input from people in the city. The website will also give you Mobility Lab's comprehensive background reports, and a summary of our meetings with stakeholders. So if you want to explore the detail more, then please take a look.

And if you like what you see, please join us to make these plans happen.

## Our Principles

How things are done is as important as what we want to achieve is the way by which it is done. Our guiding principles set out how transport in Bristol should be delivered by decision makers, in order to achieve the plans in this document.



### **1 Make public transport fast and efficient.**

Improving public transport is key to overcoming traffic congestion and making sure everyone gets where they need to go in good time.

Buses and trams will have priority on every road and junction along their routes – alongside walking and cycling. This will make them faster and more cost-effective to run.

As public transport becomes a cheaper, more reliable option, more people will use it to get to work, school and elsewhere. Those who really need to use their cars will then benefit from clearer roads, where they'll be less likely to get stuck in traffic.



### **2 Improve walking and cycling to make 'active travel' the top choice**

By designing neighbourhood streets to give people a better experience of walking and cycling, we can make these the most appealing choice for short trips. There will be separate routes for walkers and cyclists – kept free of traffic – and these will join up, making it quicker and easier to get between neighbourhoods or to transport hubs



### **3 Improve air quality and tackle climate change**

To make Bristol a clean, green place to live, we must aim for zero carbon emissions from transport and cut air pollution drastically.



#### **4 Make transport accessible and affordable for all**

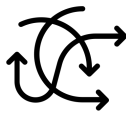
We'll design transport services to be accessible to the most vulnerable – which means they'll be accessible for all. Public transport will be affordable, especially for people on low incomes.



#### **5 Make transport work for local communities**

By prioritising the needs of local people, we can design transport to enhance life in our neighbourhoods and communities.

The majority of travel will be local journeys, connecting us to our neighbourhood and neighbours. Some longer trips, using wider transport networks, will also be vital.



#### **6 Make it easy to get between neighbourhoods**

Transport will be designed to allow people to get between different neighbourhoods without having to go through the city centre. Travelling from one neighbourhood to another by foot, bike, or public transport should be quick, simple, and enjoyable.



#### **7 Join up transport services to make journeys simple**

Different modes of transport will run in a joined-up way, meaning they'll be timed so you can easily change from a tram to a bus (for example) to complete your journey.

One ticket will give you access to any transport service – buses, trains, trams, rented bikes etc. – however you get around.



## **8 Give everyone a say in the future of our transport in Bristol**

Local people from all walks of life will be consulted and have the chance to share their ideas and concerns about transport – not just people who typically attend transport forums (because they have the time and money to do so).

## The Problem

Bristol's transport network faces challenges that are central to the city's future. These challenges must be understood before we plan improvements.

### Transport is a major part of the climate emergency

The way we get around produces a *lot* of carbon dioxide. Bristol produced around 517kt of carbon dioxide from transport in 2018, nearly three-quarters of which came from cars. This has been decreasing over the years, but much less than in other sectors. If we don't do better at cutting transport emissions, then Net Zero carbon by 2030 will be impossible. And the longer action is delayed, the tougher the choices become.

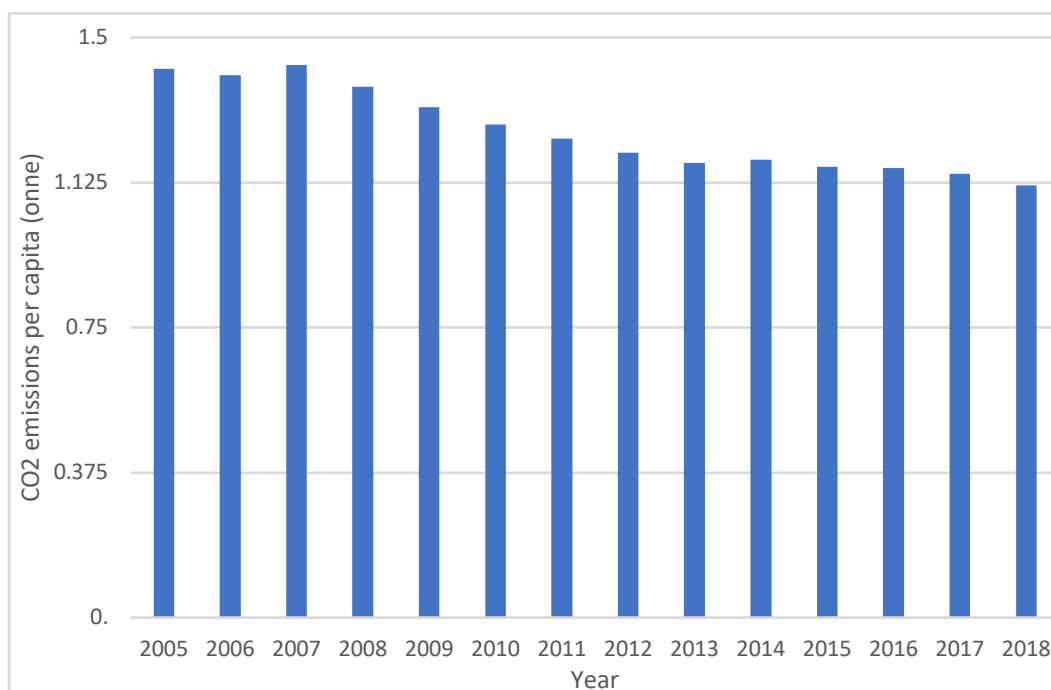


Figure 1 - Transport carbon emissions in Bristol per head of population ([UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2018 - GOV.UK \(www.gov.uk\)](#))

Bristol's Climate Change Strategy sets out clearly what needs to be done. Personal travel needs to shift to zero or low emission forms of transport like walking, cycling, and public transport. Any other vehicles must rapidly become zero emission. The intent is there, and the evidence base is clear, but action is too slow.

### Air pollution from exhaust fumes is affecting the health of everyone

Emissions from transport also make our city a hazardous place in which to breathe. Five deaths attributable to air pollution happen in Bristol every week, on average. Road transport is the main source (33%) of nitrogen dioxide (NO<sub>2</sub>) and - along with wood-burning stoves - is a major source of Particulate Matter (along with coal and wood-burning stoves)<sup>1</sup>. The health impacts are severe. Shortness of breath, increased chances of getting asthma

<sup>1</sup> <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollutions>

and cancer, and problems with heart and nerves are just some of the hazards of higher levels of these pollutants.

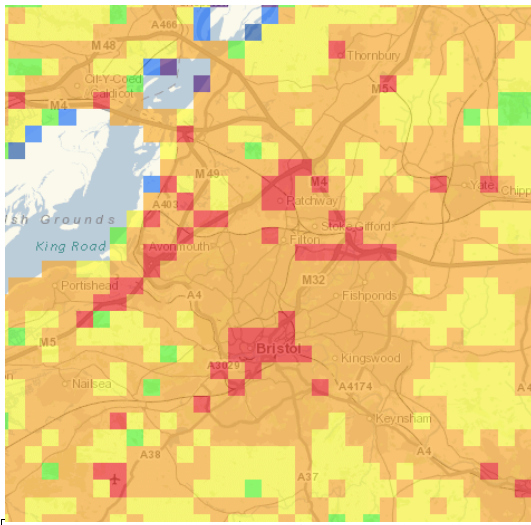


Figure 2 - Concentrations of nitrogen dioxide in Bristol

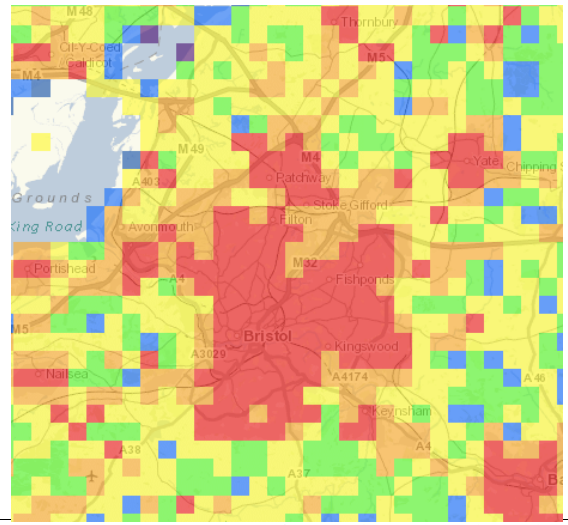
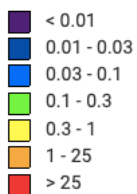


Figure 3 - Concentrations of particulate matter (PM10) in Bristol

### Nitrogen Oxides as NO2

Units t/1x1km



The problem is especially severe if you live close to major roads in the city. Exposure is increased because more vehicles are passing, and is made worse by traffic congestion. The only convincing strategy is to reduce the use of private cars, and shift all vehicles away from the internal combustion engine.

### Bristol has a traffic problem

Before the onset of COVID-19, every major road into the city was congested for much of the day. When traffic bounces back, congestion will too. And planners expect the city population to increase substantially in the next few decades.

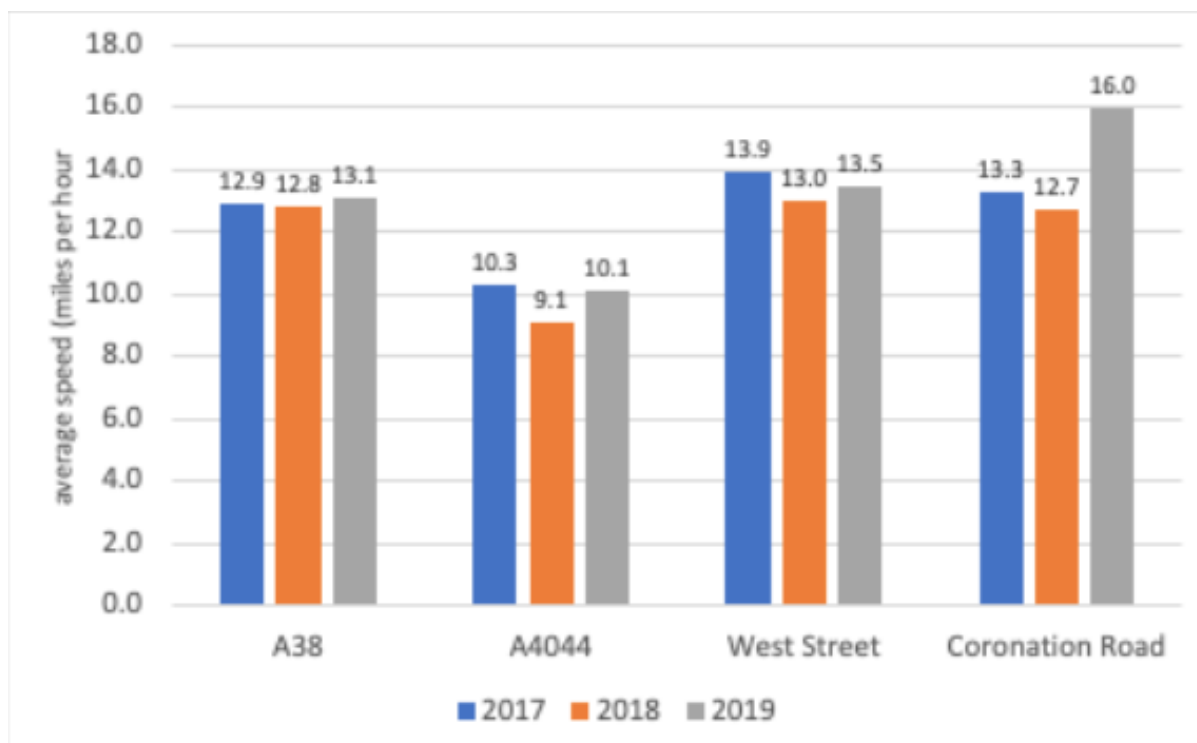


Figure 4 - The most congested roads in Central Bristol<sup>2</sup>

Congestion sounds a simple problem – there are too many vehicles for the road space. But it has multiple causes – public transport not being a good enough alternative, not enough people cycling, and concentration of trips to and from particular places, to name but a few. Accordingly, tackling it is complex.

The historic approach has been to build more roads, and road improvements feature heavily in local transport and planning policies. However, evidence from over 50 years of research shows that simply building more roads leads to more traffic. Yet the same mistakes keep on being made.

### **Road safety is a problem, especially if you are not in a car**

The number of people who are killed or seriously injured on Bristol’s roads is unacceptably high. There have been improvements that have made it safer for people to use the roads in Bristol, but road casualties disproportionately impact the most vulnerable people in society, who are more likely to travel by non-car modes.

Somewhat unsurprisingly, most collisions happen on our busiest roads, and in the busiest areas of the city. Vulnerable people are more likely to live on these roads, and more likely to suffer the consequences of such collisions.

Road safety is more than just who gets killed or injured. Feeling unsafe is just as much an issue. When we spoke to local people, it was clear that feeling unsafe takes many forms in our daily lives.

<sup>2</sup> Department for Transport (2020) Road congestion and travel times. URL: <https://www.gov.uk/government/collections/road-congestion-and-reliability-statistics>



*“Getting on the bus home with a group of people shouting at the back is not my idea of a safe journey.”*

*“I avoid buses when I can, as the looks that you get when you try and get a wheelchair on make it very uncomfortable.”*

*“Bristol has some good cycle routes. They are just not where they are most needed, like on the dangerous main roads.”*

These problems are multi-faceted and complex, but solutions do exist.

### Reaching key services without a car is hard

Without a car, getting to and from the key public services in the city takes longer, and can be more expensive. Destinations like doctors surgeries and schools are critical public services, that should be accessible for all.

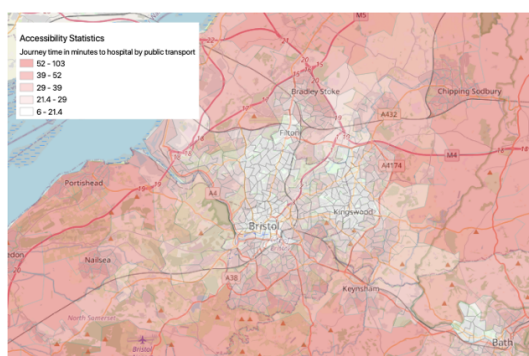


Figure 5 - Journey times to hospital by public transport

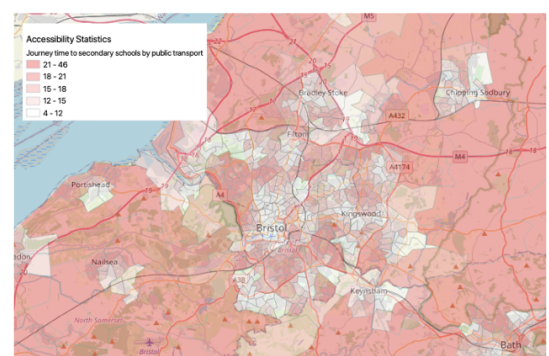


Figure 6 - Journey times to secondary school by public transport

South Bristol is badly affected by poor accessibility, particularly for services where provision is more concentrated (such as hospitals). This is a combination of the location and the routes offered on the public transport network.

This is not just a practical problem of how to get to those services. From our discussions with the community, other issues included the physical accessibility of transport, views of non-car modes, and wider social attitudes.

*"I physically cannot get on buses. Not only is my local stop not accessible, but often the bus is packed and I cannot get my wheelchair on it."*

*"I think more people would walk their kids to school. But when the roads outside schools are so busy in the morning, would you risk it?"*

*"Some people would rather wait an hour for a lift, rather than an extra 30 minutes for a bus to get work."*

*"Bristol actually has some areas where it is hard to travel easily to get fresh food. People assume that just because it is in the supermarket it is fresh. But there are many food deserts where it is not easy to get truly fresh food."*

**The transport network doesn't work for people who need to use it**

People who feel the effects of social exclusion elsewhere in their life also feel it in transport. In Bristol, that plays out in (lack of) access to a car, suffering the negative effects of transport, and attitudes that vulnerable groups face when using transport services.

As things are, access to a car is strongly linked with personal mobility. Across all social groups those who have access to a car have greater freedom to make trips, and take more trips compared to their non-car owning counterparts. The lowest income households have the lowest level of car ownership. Women, children, the elderly, black and minority ethnic (BME), and disabled people all have reduced or no access to cars<sup>3</sup>.

People with poor car access also tend to live where the negative impacts of transport are the most acute. This includes living along some of the most polluted streets, and in the case of younger people being more likely to be involved in road traffic collisions.

Much transport infrastructure is also tailored for an 'ideal rider' – typically an economically stable, white, male commuting into the city. Transport decisions are taken with the needs of this group in mind, often to the disadvantage of others. Access to key services is planned on the assumption of car ownership, and generally able-bodied users.

### **Transport use is far more complex than we think it is**

Transport decisions are often taken with a view to their impact during the rush hours. Yet according to the national travel survey, only 20% of trips are to or from work. Our transport and networks have been designed to get people into and out of employment areas (especially the city centre). Everything else is an afterthought.

Providing a transport network for purposes as complex as people's actual lives is difficult. To take a few examples, rising numbers of delivery drivers run complex routes to provide home deliveries, while van dwellers need safe and secure places to park up. People who work late shifts at warehouses on the edge of the city have a fundamentally different commute to somebody on a packed train into Temple Meads in the morning. Major edge-of-city workplace destinations such as Avonmouth and Cribbs Causeway also need to be accessible without private transport.

Understanding these complex needs and requirements is difficult, but critical to providing transport for everyone.

### **We could miss the chance to build back better from the pandemic**

COVID-19 had a profound impact on how we get around the city. Use of public transport significantly reduced, cycling in the city increased, there were more deliveries and freight movements, and car use remains slightly down. What's more, the amount of travel in employment areas and retail centres fell significantly.

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<sup>3</sup> Lucas, K., Stokes, G., Bastlaanssen, J., & Burkinshaw, J. (2019) Inequalities in Mobility and Access in the UK Transport System. Government Office for Science

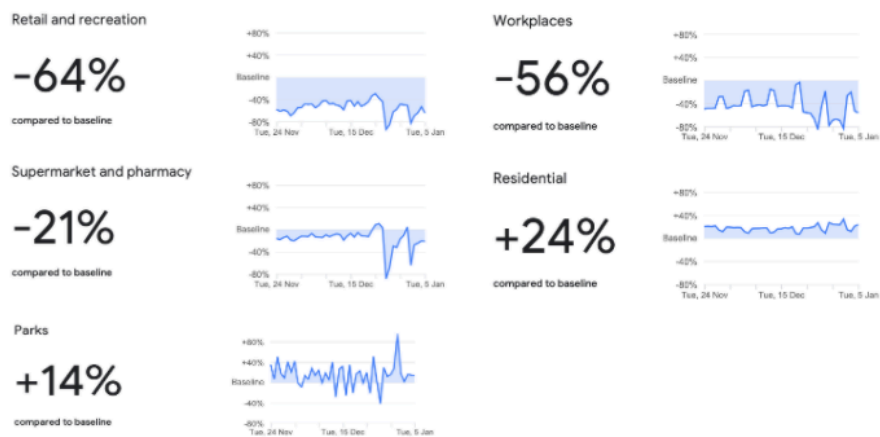


Figure 7 - Number of trips in different types of areas of Bristol during COVID-19<sup>4</sup>

The long term impacts of COVID-19 are uncertain. But a clear message from our community sessions was that going back to normal is not desirable at all.

*“The virus really hit a lot of people hard, and we must help them. But I remember walking down the middle of my road during the first lockdown, as I could because there were no cars. The city was quiet. We should make it like that all the time.”*

*“I think lockdown changed a lot of people’s minds. They don’t want to just put up with pollution anymore. They want the future to be better.”*

Transport decision makers have a chance to move on from the old normal. It will take some time for people to change where they travel to and from regularly. But normal was not good enough. Normal didn’t work for many people. But reverting to normal could still happen through a mix of inaction and habit among decision makers.

If building back better is to mean something, then we must choose a different path, and plan how to do it now.

<sup>4</sup> Google (2021) COVID-19 Community mobility reports. URL: <https://www.google.com/covid19/mobility/>

## Our plans

We have thought about what could be done for a long time, and discussed these plans with a lot of people, although not yet with everyone who should have a say in shaping our transport system. We know many other groups have been doing the same, and have done their own excellent work on railways, liveable neighbourhoods, and walking and cycling. Excellent work on these has also informed our thinking.

Delivered in isolation the separate plans drafted by Transport for Greater Bristol are good plans. But delivered together they are better, and make for a compelling vision of the future. Our vision for transport in Bristol is a simple one.

“Bristol’s transport system will act as an integrated whole to make every Bristolian’s life better, to reduce emissions, and improve air quality.”

The key here is **integration**. This means buses, trains, trams, cycling, shared cars, motorcycles, freight, taxis, and any other means of transport working together as a single system in planning and delivery. And it delivers this for people, every time. Our plan is built on that philosophy. When we have spoken to people, they want transport to work like this. And that must be delivered.

### The key building blocks

Before we get into the detail of our plan, here are the key building blocks.



**Planning for walking is planning for everyone and every trip.** Regardless of how you travel, you walk (or use a wheelchair) for part of the journey. Every street in the city must make it easy, convenient, safe, and pleasurable for everyone to get around on foot. Our plan will do this by prioritising walking in all of our city’s streets by providing safe space to do so, and reducing traffic levels in our neighbourhoods.



**Extensive cycling routes throughout the city.** Cycling must also be a priority. It provides a low carbon and efficient way of getting around the city. Our plan proposes making all of our city streets better for cycling by providing safer streets and more dedicated infrastructure for bicycles.



**Expanded, upgraded, and more frequent public transport.** Buses, trains, and trams are the most efficient way of getting lots of people to and from their destinations. Our plans will expand the city's rail network to serve new areas, will build a network of trams across the city, and significantly improve the local bus network.



**Any traffic that needs to use local roads is prioritised accordingly.** The priority for movements on our streets will enhance their sense of place. This prioritises walking, cycling, and public transport. But essential car journeys within neighbourhoods will still be provided for, such as access for disabled persons, for residents who need their own vehicles and for delivery traffic. Access for them will not be impossible, but they will be encouraged to use appropriate routes, while drop off and pick up locations will be convenient.



**Delivering true mobility as a service.** Alternatives to the car need to be as simple to use as the car. This means being able to plan, buy tickets, and use buses, trains, trams, shared bikes, shared cars, and other shared transport systems as a unified whole. Every resident should be able to use a single ticket that works for any mode of transport.



**Delivering a sustainable funding model.** Our plans will require financing. We propose that car parking charges and parking permits reflect their true cost to the city, and any excess revenue is used to fund transport improvements. We propose seeing whether a Workplace Parking Levy for larger businesses would be feasible in the city. **We also believe a shared vision of what the city needs is one key to unlocking Government funding for major new developments**

This all sounds very interesting, but what does this mean in practice? We imagine a future when the following is possible:

Liz has places to be today. Meeting Gladys for lunch in the city centre, picking up her grandson from school in Brislington, before playing bridge tonight at the club in Kingswood. Planning a day like that 5 years ago would have been impossible, but now it's easy, and not only because she now has a retired persons pass for all public transport in the city.

She didn't have to worry about planning her trip. The tram takes barely 10 minutes to get into town. Just enough time to think about what to have with her Caesar Salad. Later, another tram, with a walk down a newly expanded walking route. Marcus got a B in Maths today. Then, a cross-city bus to home, before walking over the new bridge to bridge.

Planning this mix of trips takes no effort at all. The new tram lines and bus services changed everything. But that app, which also has her public transport pass, tells her what bus or tram to catch in real time. It's amazing!

Ajay has to dash. It's rush hour, and to cross town from his home in Hartcliffe to his night shift in Aztec West takes the better part of an hour and a half. He has an hour and 15 to get there, and the bus is coming in 5 minutes. But just as he is about the rush out the door, he notices the headline on the Bristol Post: "Mayor opens new Hartcliffe tram line."

He had forgotten about that. Could this new tram save him from being late, and an a dressing down from his boss? Google Maps told him it will take 45 minutes from where he is now. Perfect! After popping to the newsagent to buy a travel card with the spare money in his wallet, he jumped on the tram, which had arrived at the stop just as he did.

Inside was bright, clean, had comfy seats, and even high speed wifi. Much better than the bus! Checking his phone again, Abdul realised he needed to change onto the Filton Line at Temple Meads Station. He didn't need to wait long there, as the tram was along in just a couple of minutes,It dropped him off barely 100 yards from the warehouse. Perhaps he will do that again tomorrow...

Farhan just makes the train from Stapleton Road and stares out the window as he catches his breath. Life has been hectic since baby Ahmed arrived. But he and Shamira are getting into a routine now. To get to work at Cribbs he takes the train to Filton Abbeylewood and pops on the link bus. Because he uses his mobile travel app daily he gets a good discount. The train-bus link is quicker and more reliable now that the hub at Filton is working. And, if he misses breakfast he can grab a coffee and doughnut there.

Shamira's commute is easier. She's part-time and works from home one day a week, so she only goes into the computer lab at UWE two days. So, Wednesdays and Thursdays Shamira drops Ahmed off at Farhan's mum. It's only a ten minute walk and the streets are quieter now and easier to manage with a buggy. Then she picks up the Metrobus at Junction 2 and goes straight to Frenchay on what used to be the M32. It will be even quicker when the new tram is running. Then Farhan will have the option of taking the tram to the big hub at Junction 1 and changing there for a Metrobus to Cribbs.

He and Shamira have done the sums. It's much cheaper to use public transport than to buy and run a car. They use the car club ecar when they need to. The ecars are automatic too, which Shamira prefers. And using public transport helps reduce air pollution which can only be good for Ahmed, their parents, and maybe another baby...

Cassie was dreading today. This would be the first time she has been out since the new low traffic neighbourhood was put in, the second one in Henleaze in the last few months. Due to her severe knee osteoarthritis, she relies on lifts from her sister Helen to get to the doctors. Usually it takes 10 minutes to get there, but she fears it will take at least 3 times that.

Helen knocks at the door. While she helps Cassie in, she says, "you know, there was no traffic around today!" What? Surely this could not be? They closed Park Grove – it must be chaos! But Helen was right. No traffic around. And people are walking and cycling in the street. It takes little time at all to get to the doctors.

She wasn't the only one who noticed. Grace the receptionist, Dr Patel, the new guy at the pharmacy – they all say the same. Perhaps it could be working after all?

Cassie decides to try it herself later that day. it takes a lot of effort, but heading to the end of her road had never been so pleasurable. 'Perhaps tomorrow, I will try going further' she thinks.

Sounds amazing, right? And it's all possible.

### **What we are all planning, and how it all knits together**

If you want to see what we are planning for your area, then you can simply consult our map. This can be seen online, and is reproduced below with the highlights of some of the schemes that we have outlined.



Our plan is to deliver a variety of different types of transport scheme and improvements across all areas of the city. Each scheme will need to be tailored to the circumstances of the local area, but in order for it all to work together there needs to be a number of common standards applied across the city. Improving mobility in our city will take years, and many things needed to make it happen are linked. Like the transport system, transport planning has to be joined up. The proposals below don't mean everything happens at once. Some need one big decision. Some can be tried piecemeal. Together, they add up to a vision of what can be done.



Trams and  
Trains

- Minimum frequency of one tram or train every 7 minutes on every route
- Everyone in Bristol to be no further than 10 minutes walk from a tram stop or train station
- Every vehicle and every stop to be fully accessible to those with mobility issues
- Real time information on the operation of trains and trams to be made available publicly, for free



Buses

- Minimum service of one bus every 15 minutes on every route
- Everyone in Bristol to be no further than 5 minutes walk from a bus stop
- Every vehicle and every stop to be fully accessible to those with mobility issues
- Every vehicle to be zero emissions
- Real time information on the operation of trains and trams to be made available publicly, for free



Cycling

- Every busy road to have segregated cycle infrastructure as standard
- All cycling infrastructure is to be designed so that adapted bicycles can be used easily, and without obstruction
- No resident of Bristol to be further than 8 minutes walking distance from a public bike share
- All sharing schemes will offer discounted or free travel to people on low incomes or on benefits



Mobility  
Hubs

- Every stop must provide shelter from the elements for those waiting to get on a bus, on a tram, or on a train
- Every stop must be accessible for people with a variety of mobility impairments, including – but not limited to – physical impairments, deafness, and blindness
- Every stop must provide real time information for services at that stop
- The range of services will scale according to how busy the stop is. Each stop will be expected to have easy interchange between public transport, walking, and bicycles. The busiest stops will include these, plus multiple forms of public transport, e-scooters, car clubs, taxis, and motorcycles.
- Park and rides must also easily facilitate interchange between the car and public transport
- The busiest stops should facilitate interchange times between all services of no more than 10 minutes
- The busiest stops must be located close to, or ideally have at the stop, a range of local services such as healthcare, food, and council services, and free public toilets.



Information  
and data

- All information and data on public transport, shared cycle services, e-scooters must be made available in a variety of accessible formats
- All information and data on any publicly-available transport service must be made available as open data
- All information and data on any publicly-available transport service must be made available in a variety of languages as standard

### **How will our plans tackle the issues that we have identified?**

There is no one transport scheme or initiative that will solve all of Bristol's transport problems. It is only by delivering all of our plans together as an integrated package of works that we will be able to tackle all of the challenges that Bristol faces.

Our plans can be the beginning of a new conversation about transport in Bristol. We have made our proposals as concrete and detailed as we can, but they will need to be discussed, at all levels. If you like the overall vision, but the suggestions for your part of the city don't seem right, try and imagine whether an evolved version of the plan could meet the same goals for you.

Based upon the evidence of the impacts of schemes from elsewhere, we estimate that the overall impact of what we propose will make a significant positive difference to Bristol.

Table 1 – Estimates of impact of our plans (Green = positive, yellow = neutral)

	Buses	Trams and Trains	Walking and Cycling	Mobility Hubs	Traffic Management
The climate emergency	Green	Green	Green	Green	Green
Air pollution	Green	Green	Green	Yellow	Green
Traffic Congestion	Green	Green	Green	Yellow	Green
Road Safety	Yellow	Yellow	Green	Green	Green
Access to services	Green	Green	Green	Green	Yellow
Social inequality	Green	Green	Green	Green	Yellow
Pandemic response	Green	Green	Green	Green	Green

### **Our plans will benefit everyone**

It is tempting to view these plans as only benefiting public transport users, pedestrians, and cyclists. But transport is a complex system, and so the changes that you make to the system have an impact on other people in many different ways. We have attempted to show some of these below, and you can see for yourself how changes to the system can impact on the rest of the system by [clicking here](#).

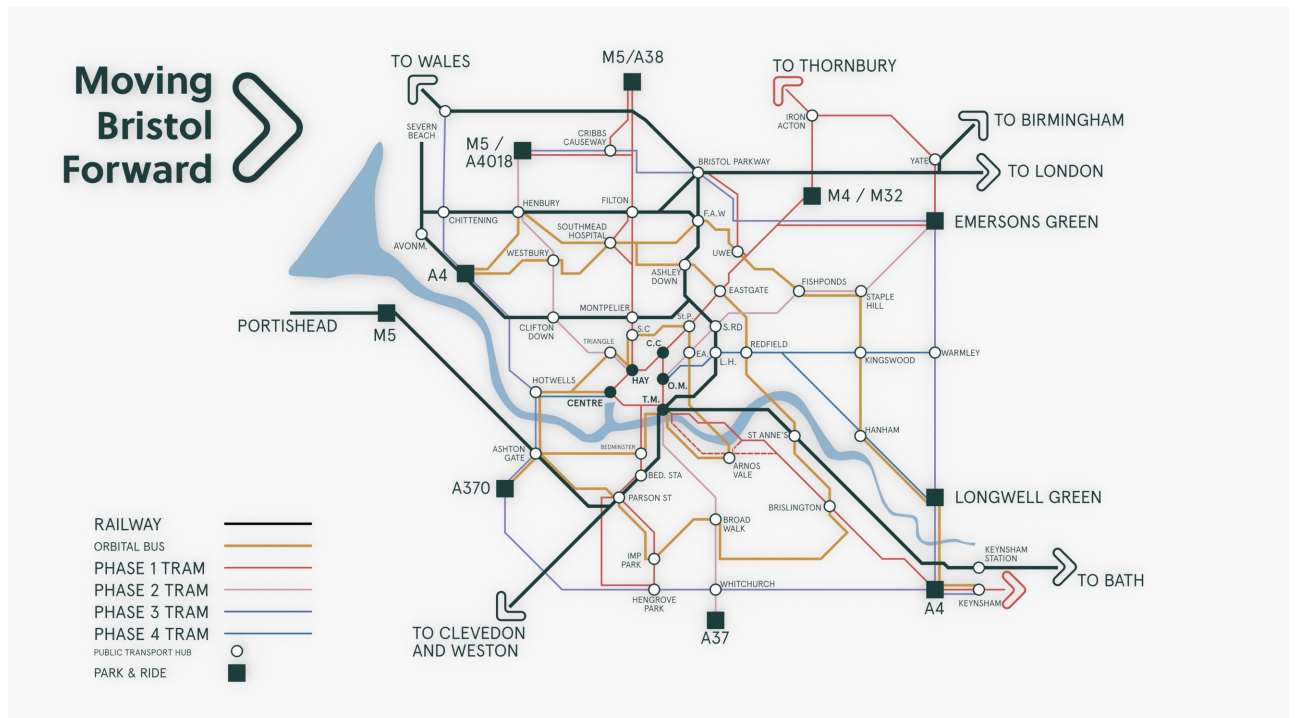


*Figure 8 - How different parts of the transport system interact*

To take one example. The construction of a new tram line may, in some places, result in a loss of road space for cars. But evidence has shown that where public transport is improved, it encourages more people to leave their cars at home. And so not only does the traffic level adapt to the new reality on the street, there is every chance that a reduction in the number of people using cars may make the street flow better, and be less hazardous for other road users.

## The big picture - and how it might look

If we bring all our plans together, this map shows how they might look. It combines all the different routes and modes in one integrated network - which is what we need. All the plans are tentative: we have worked on some in more detail than others. They involve projects and initiatives large and small. Each will need to be developed each at its own pace. They cannot all happen at once. And all will be modified in discussion. But this is where we could get to if there is a shared vision of a transport network for greater Bristol and we start work on it now.



## What comes next

### Challenges to implementation

Delivering our plan requires doing things differently in Bristol. It also requires more than just tweaks to the status quo. Simply trying to deliver parts within the existing system of transport and planning will deliver a slightly better version of what we have now. Our principles are a good start, but the systems that actually deliver transport services and planning also need to change.

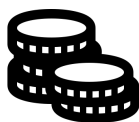
We have identified 5 key enablers that are critical for allowing local transport decision makers to do what's needed. Without these changes taking place in local governance, our plan will face numerous barriers.



**Meaningful devolution of transport powers.** Local authorities in Bristol, and the West of England Combined Authority, have some transport powers, but are reliant on Central Government for guidance and funding. With greater powers over the transport network – notably being able to control bus services and commission rail services – and the ability to raise local funds, real change can be delivered. Local authorities and politicians should be demanding this powers, as opposed to asking nicely.



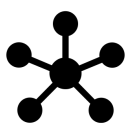
**Having the skills and capability to deliver.** The best transport authorities in the world have the best transport workers in the world. We have highly capable officers in Bristol and WECA?, but they need the skills and capabilities to deliver a step-change in transport that we are proposing. This can also include new skills such as data science and citizen engagement.



**Sufficient and sensibly prioritised funding.** Sustainable modes of transport are underfunded, and this is needs to change. Having the ability to raise local funds will help with this, but also what funding we do receive needs to be prioritised towards walking, cycling, and public transport. Funding for building new roads is paying to make our existing problems worse.



**Changing governance and decision making.** Who makes decisions on transport is complex and driven by all sorts of guidance documents, regulations, and a sense of ‘things have always been done this way.’ Local authority transport decision making must be simplified, be vision-led, and be subject to democratic challenge. This could include the creation of a single transport authority for the whole region.



**Aligning policies and their delivery.** Bristol has a plethora of plans that help to deliver changes in transport and local land use planning. They are generally aligned right now, but different organisations deliver different parts of it differently. Not only do these plans need to be updated to reflect this plan, but the objectives of those who deliver them also need to be aligned.

Change such as this takes time to deliver. But with vision from our political leaders and community, it is possible. This change needs to start immediately after the coming local elections.

## What we will be doing next

The change we are proposing will take a long time to come to fruition, but every change requires a first step, and this coming election will be ours.

Over the coming 6 months, we will be selling this vision of what the future could be. From the many people we spoke to, lots of people have different visions of the future. By working together, we can make these a reality. More specifically, what we will be doing is:



**Campaigning.** We will be launching a campaign to encourage local people and political leaders to sign up to this vision. We will be doing this throughout the forthcoming local elections.



**Talking to local people.** Our vision is also a starting point, and we need to talk to more people about it, and get their ideas. So we will be talking to even more people to make this vision better.



**Working with political leaders.** Regardless of the outcome of the coming local elections, we will be working with local political leaders who wish to help us achieve this vision. Our local leaders will drive this change, and so we will work in partnership with them to make it a reality.

**Find out more.**

We have a whole collection of other reports that document the work behind this one. Take a look on the **TfGB** or **Zero West** websites

They include:

1. Policy and Evidence Reviews by MobilityLab
2. TfGB plan review by MobilityLab
3. Light Rail UK report on a tram-led transition
4. Report on composition of stakeholder reference panel
5. Report on three stakeholder polls that took place in December 2020 (Polis combined report)
6. Report on stakeholder meetings 11-13 Jan
7. Draft transport plans prepared by TfGB

If you would like to keep in touch with our campaign, or get involved, please sign up to our mailing list - details on the same website, or get in contact directly.

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James Gleave and Mobility Lab - <https://www.mobilitylab.org.uk/meet-the-team.html#/>

Jim Harkins of Light Rail UK - <https://uk.linkedin.com/in/james-harkins-83574a190>

If Not Now Digital - <https://ifnotnowdigital.co.uk>

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