

Green Party transport policy prioritises in this order, building from the bottom up:

- walking and disabled access to all other forms of transport;
- cycling;
- public transport (trains, light rail/trams, buses and ferries) and rail- and water-borne freight;
- light goods vehicles, taxis and low-powered motor cycles;
- private motorised transport (cars and high-powered motor cycles);
- heavy goods vehicles; and
- aircraft.

Green councillors mean safer streets...

Green councillors were instrumental in bringing in 20 mph limits on many residential roads in Norwich, Islington and Leicester, as well as a default 20 mph limit on all residential roads in Lancashire and in Brighton & Hove.

BRINGING THE RAILWAYS INTO PUBLIC HANDS

For trains to play their part in the total journey experience, they need to connect seamlessly with buses and convenient walking and cycling routes to local centres of habitation.

The Green Party is committed to bringing rail services into public ownership and control. The current fragmented structure does not put the passenger and the total journey experience at the centre of planning and has created a costly, wasteful, uncoordinated outcome. Recent experience in running the East Coast Main Line within the public sector has shown that both quality and receipts to the Treasury go up when a rail service is run in this way, whereas experience on the West Coast Main Line in the private sector shows that the franchise system is costly, wasteful and not fit for purpose. The Green Party will consult widely on the organisational details of a rail operation in public ownership and how it will link to democratic accountability at the regional and city-region geographical scales.

Diesel exhaust emissions are a known human carcinogen and diesel trains do not perform as well as electrified rail operations in terms of passenger comfort, acceleration and deceleration, and the ability to make more stops at intermediate stations with minimal impact on overall journey time. The Green Party wants to see electrification of the railway system to achieve levels to be found in Germany (59% of track electrified) or Sweden (73% electrified). The UK has 34% of its track electrified. High levels of electrification reduce health-damaging air pollution, reduce greenhouse gases and deliver a much-improved passenger experience. Electrification will also require new rolling stock and the Green Party will promote the design and manufacturing of this new stock in the UK, contributing to job creation in those regions with higher than average unemployment.

Putting this plan into action for the common good means bringing the railways back into public ownership – making them belong to you and me, run by rail workers for passengers. On 26 June 2013, Green MP Caroline Lucas published a Private Members' Bill to do just this, a policy supported by 66% of the British public. The privatised railways cost over £1 billion a year in:

- Interest payments;
- Debt write-offs;
- The costs of railway fragmentation;
- The profit margins of tiers of contractors and sub-contractors;
- Payments to shareholders; and
- Bonuses paid to railway bosses (up to 166% of annual salaries).