

A RURAL TRANSPORT REVOLUTION

Approximately 20% of the UK population live in rural areas and many of these are retired and may have to adjust to a lifestyle without a car for health and income reasons. It is essential that rural areas get the best possible deal for widening transport choices.

The Green Party does not accept that there is a fundamental and intractable rural transport problem. Rural transport in many parts of Germany, Austria and Switzerland is of a very high quality and the quality is based on careful planning, coordination and investment and recognition that, although a car will be needed for a proportion of journeys, it is not the default option. The small village of Gempen in Switzerland, with a population of about 800, has ten buses each day that connect with tram and train services at the next-larger settlement (Dornach). We will:

- Make sure that *rural areas are not neglected* when transport budgets and planning for our cities and city regions are under discussion.
- Develop *networks of community and public transport* to provide regular links to onward transport networks.
- Introduce *speed limits of 20 mph in villages and 40 mph on rural roads*.

Green councillors bring safer cycling...

Lancaster Greens helped to deliver the Cycling Demonstration Town project with more than £4 million external funding for safer routes and cycling promotion.

Greens in power carry out our transport policies

In Green-led Brighton, the Council has:

- Introduced the largest connected 20 mph zone in the country, and casualties fell by 19%;
- Built a new cycle hub at the station;
- Introduced cycle priority at junctions, proper cycle lanes and cycle contraflow lanes;
- Introduced the first 'floating' bus stop, resulting in:
 - bus usage increasing by almost 9% over two years,
 - falling nitrous oxide and carbon dioxide emissions,
 - an 11% increase in daily cycle journeys between 2009 and 2012, and
 - falling road casualties, with 200 fewer killed and injured in 2013 than in 2011.