

A STEP CHANGE IN ROAD SAFETY

The numbers of people killed or seriously injured on the UK's roads have fallen in recent years. But they are still appallingly high: 1,713 people died on the roads in 2013, and 21,657 were seriously injured, far worse than for other modes of transport. We will:

- Work for a road transport system that results in zero *deaths or serious injuries* by systematically reducing sources of danger on the roads.
- Reduce both collisions and fuel use by bringing down *speed limits*, in particular to 20 mph in residential areas, including main roads where people live, work and shop; enforce speed limits with speed cameras and policing.
- Change the culture of road justice and *civil compensation* with a road danger reduction approach. A greater duty of care should be expected of drivers in reducing injury and intimidation of vulnerable road users. Motor vehicle *drivers should be presumed liable for injuries to pedestrians and cyclists*. If the casualty has contributed to the collision, compensation may be reduced, but not when the victim is a child, elderly (70+) or impaired.
- Reduce the *alcohol limit* for drivers to as close to zero as is practicable.
- Require newly manufactured lorries to be equipped with best practice technology to make sure that drivers are fully aware of the presence of all pedestrians and cyclists. *Pedestrian and cyclist fatalities* and serious injuries when involved in *collisions with lorries* are predictable, preventable and unacceptable. The technology already exists and is in use in several countries and consists of a mixture of in-cab screens linked to cameras, multiple wing mirrors and physical modification to prevent people being dragged under the vehicle. Lorries already in use must be retro-fitted with the same equipment and lorries not so equipped will not be allowed into our towns and cities.
- *Reduce lorry activity* and road freight volume by improving rail freight services, reducing the number of empty or partially loaded trips, and using cargo bikes for last-mile deliveries to replace some white van trips.

TOWNS AND CITIES FOR PEOPLE

We need to rescue our towns and cities from traffic and turn them back into places where we want to be. The Green Party will support an *Active Travel Bill* for England in order to achieve this.

- Make *streets healthy and safe* places for people to cycle and walk and for *children to play*, while building physical activity into their daily journeys.
- Help schools and workplaces to support *active travel to and from work*, and encourage local authorities to assist this by linking their public health and transport functions.
- Ensure that all *planning decisions* have to take into account the *active travel* and public transport implications.
- Make public transport more convenient by integrating ticketing with *smart regional ticketing systems such as the London Oyster card*.
- Introduce *road-pricing* schemes such as the London congestion charge and road-user tolls for heavy lorries.
- Begin consultation with a view to developing a framework for the *progressive elimination of diesel exhaust emissions*. A major cause of air pollution is emissions from diesel vehicles (cars, buses and trains). We recognise the latest scientific evidence of the harmful effect of diesel on human health.
- Introduce *Ultra Low Emission Zones* to ensure air pollution reduces to comply with EU limits.
- *Reduce the need for car parking* spaces by reducing car dependency and transferring trips, where appropriate, to walking, cycling and public transport. Car parking is expensive to provide, can obstruct pedestrians and people with disabilities if it takes place on pavements, and takes up valuable road space that could be reallocated to pedestrians and cyclists.
- *Reduce parking spaces in new developments* and increase rates of walking, cycling and public transport by strengthening planning law to make best practice travel plans mandatory for workplaces, homes and other destinations.
- *Eliminate pavement parking* and, in close cooperation with waste collection and emergency services, make sure that these essential services have unimpeded access to all addresses.
- Ensure that parking policies in *residential areas* deliver a high-quality street environment and reduce the numbers of those who are clogging up residential streets as part of a commuter trip or other activities not related to a visit to an address in that street. *Parking charges* of all kinds in public car parks and streets will be proportionate to the full cost of providing that facility.
- Provide *cycle parking* throughout towns and cities at locations where there is demand and invest in on-street secure cycle storage in residential streets.