

CAMBRIDGESHIRE & PETERBOROUGH

# GETTING WHERE WE WANT TO BE

A GREEN PARTY TRANSPORT POLICY

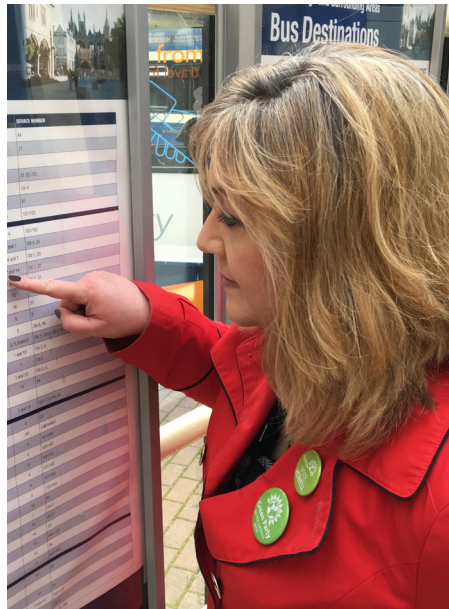


**Green Party**  
for the common good





**“If I am elected Mayor, I want to create a transport system for Cambridgeshire and Peterborough that works for everyone and protects our environment.”**



**Julie Howell**

Green Party Candidate  
Cambridgeshire & Peterborough  
Combined Authority Elections  
4th May 2017

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# JULIE WILL CAMPAIGN FOR TRANSPORT IN CAMBRIDGESHIRE & PETERBOROUGH TO BE:



## ✓ **Public and local**

Julie will seek to increase local and democratic control over public transport to ensure it meets local needs

Julie will prioritise investment in public transport to make it quicker, affordable and more convenient

## ✓ **Affordable and inclusive**

Julie will work to bring the cost of public transport down so it is more accessible for those on low incomes

Julie will press for all modes of transport to be more inclusive and accessible for those with disabilities or mobility problems

## ✓ **Safe**

Julie will campaign for lower speed limits in residential areas, protected cycle-ways and traffic calming measures to make travelling safer

## ✓ **Clean and active**

Julie will always seek to improve air quality and reduce pollution to make our communities healthier

Julie will prioritise clean and active modes of transport such as cycling and walking, where possible, to promote good health

## ✓ **Sustainable**

Julie will prioritise investment in transport solutions that are shared and low carbon, including electric vehicles, the technology of the future

Julie will oppose transport decisions that threaten nature and the local environment, genuinely including communities in decisions



## BUS FRANCHISING

Julie would use powers promised by Government, in the Bus Services Bill, to franchise bus networks. Bus franchising has helped London buck the national trend in the decline in bus journeys. Regions such as Greater Manchester and Cornwall are seeking franchising power to improve their bus networks.

Using these powers, Julie and councillors would work with communities and local groups to plan bus networks that work for both rural and urban areas.

### JULIE WOULD:

**Design bus networks that are more convenient and more affordable, helping to make commuting and travelling by bus from rural areas a realistic alternative to driving.**

### JULIE WOULD:

**Create smart ticketing that works between different modes of transport.**

### JULIE WOULD:

**Require operators to provide the most modern, clean buses to reduce air pollution.**



## SUPPORTING ACTIVE TRANSPORT

Julie believes in making cycling and walking safer and more enjoyable.

### **JULIE WOULD:**

**Push for more projects such as the Chisholm Trail and the 'Greenways' cycle routes scheme. Julie will create safer protected cycle routes that keep cyclists away from heavy traffic as much as possible, as well as aiming to give cyclists priority and make junctions safer.**

Segregated cycle paths also offer those who wish to walk with a safe alternative. Infrastructure and new routes should be designed to maximise the accessibility and inclusion of people with disabilities and long term conditions.

### **JULIE WOULD:**

**Create city-wide networks for easy, single-journey cycle hire, linked into a smart ticketing scheme as and when one is introduced. These would offer bikes of a good standard, equipped with all needed for safe journeys, including lighting.**

### **JULIE WOULD:**

**Introduce better facilities for cyclists at Park-and-Rides, rail stations, bus stops and other transport hubs. These would include secure and dry bicycle storage for those who cycle to the site and also provide access to public cycle hire schemes for those who wish to cycle into Cambridge or Peterborough having arrived by another mode of transport.**

## WORKFORCE PARKING LEVY

Julie will support the implementation of a Workforce Parking Levy in the region's cities. The WPL would charge large employers providing parking spaces for staff an annual levy for each parking space provided.

The Nottingham WPL has enabled extension of new tram networks and investment in municipal buses, and has contributed to a reduction in private car journeys and the city's carbon emissions. There has been a positive effect for business and employment.

### **JULIE WOULD:**

**Use the money raised to improve public transport, making alternatives to driving easier and therefore reducing congestion and air pollution.**

## TACKLING AIR POLLUTION AND CONGESTION

Around 250 deaths annually in Cambridgeshire and Peterborough are attributable to air pollution, mostly caused by traffic. It also significantly worsens the quality of life of those living in urban environments.

### **JULIE WOULD:**

**Introduce low emissions zones in urban areas, following the example of Westminster City Council, and press for charges on diesel and high polluting vehicles.**

Julie would launch a consultation on creating powers to allow authorities to take emergency measures to reduce traffic at times when pollution poses a severe threat to health.





### JULIE WOULD:

**Implement smarter traffic management in Cambridge, a system of holding traffic at the edge of the city at times of congestion. Since only a small reduction in vehicle numbers leads to a significant reduction in congestion, this would allow traffic in the city to flow freely and so reduce bus journey times and enable those who need to drive to do so.**

In the longer term Julie will explore the possibilities for ‘road-pricing’ schemes, which have the potential to greatly reduce congestion in a fairer manner than a blanket urban congestion charge. Technologies such as car ‘smart meters’ and ‘automatic number plate recognition’ have the potential to allow urban areas to charge road users according to emissions and distance travelled. We will lobby the Department of

Transport to explore these options and would work with regional bodies to explore their feasibility as technology develops.

### JULIE WOULD:

**Encourage and incentivise employers to run car sharing schemes, through reward schemes and discounts under the workforce parking levy for spaces reserved for car sharers.**

Julie will also work with local councils to plan and implement occasional ‘car-free’ days at weekends, when central roads can be closed to through traffic. Piloted in Bristol and Paris, these will improve air quality and allow city residents time to enjoy central areas free from traffic.



## LIGHT RAIL

Julie believes that Cambridgeshire and Peterborough needs strategic transport solutions that will be fit for purpose, enabling both sustainable travel in growing urban areas and the county's many market towns and villages to thrive.

Julie believes that a light rail scheme would form an important mass transit component in an overall mix of modes of transport. Light rail schemes are becoming increasingly common in cities not only in the UK but across the world, and they are clean, reliable and efficient.

The trains can carry at least double the passengers of a bus and minimum intervals between services are less than for heavy rail, meaning that capacity could easily be scaled up in the future. The culturally sensitive centre of Cambridge could be bypassed by means of a tunnel. In Peterborough the feasibility of a light rail or tram link from Hampton to the city centre would be considered.

### JULIE WOULD:

**Use bus franchising powers to further roll out smart ticketing systems. This would reduce bus boarding times and make journeys by public transport simpler and easier.**

## SMART TICKETING SYSTEMS

In the longer term, Julie would aim to integrate this payment system with the smartcard systems local rail companies will be using (and contactless payment systems which may follow), meaning one smartcard could cover short-term cycle hire, buses, light rail and heavy rail.

## THE COUNTY RAIL NETWORK

Julie fully supports the construction of the East–West Rail line between Oxford and Cambridge.

With the Oxford–Bedford section currently under development Julie would like a firm commitment to an ambitious timeplan for the Bedford–Cambridge section.

Julie is also in favour of opening new stations on existing lines, including a station at the biomedical campus, justified by the number of people currently working at the site and the significant foreseeable growth.

Adding an additional stop to many services could have a significant impact on journey times and timetabling and parallel infrastructure improvements such as four-tracking the section between Cambridge Station and Cambridge junction need to be investigated.

In principle, Julie is in favour of opening other stations if they can be justified. This could include stations at Soham, Fulbourn/Cherry Hinton and Wisbech if services are regular and provide attractive links to Cambridge, other regional centres and London.

### JULIE WOULD:

**Support continued investment into the rail network, including opening new stations, adding capacity and even reopening mothballed lines where there is obvious demand.**



## ELECTRIC VEHICLES

Electric vehicles are the future and are becoming rapidly more affordable and efficient. Julie would accelerate the transition to these cleaner technologies by increasing the amount of electric vehicle charging points and by requiring new buses and taxis to be all electric.

## A GREENER CITY DEAL

The City Deal is an opportunity to create a modern, sustainable transport system for the City of Cambridge. Unfortunately, too many of its proposals so far have shown a distinct lack of vision and have been unwelcome to local communities.

Julie realises that roads and streets are people's homes and not transport 'corridors'. Precious green spaces likewise should not be sacrificed because they fit the city deal's strategic objectives.

### JULIE WOULD:

**Work with local communities to campaign for transport solutions that improve quality of life for local residents whilst protecting the local environment.**





## GET IN TOUCH



01733 233960



[facebook.com/GreenCambsMayor](https://facebook.com/GreenCambsMayor)



[julie@greencambsmayor.co.uk](mailto:julie@greencambsmayor.co.uk)

## GET INVOLVED



[www.greencambsmayor.co.uk](http://www.greencambsmayor.co.uk)



[howellOWgreens](https://twitter.com/howellOWgreens)



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