



# GREEN PUBLIC TRANSPORT FOR THE MANY

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LABOUR  
FOR A  
GREEN  
NEW DEAL



# Demand 4: Green Public Transport for the Many

Transport is the UK's [largest](#) sectoral source of carbon emissions and reforming transport to guarantee affordable, high-quality low carbon transit must be at the heart of any coronavirus recovery package to ensure the public doesn't default into carbon-intensive private vehicle use.

## 1. Bus services

By reinvesting the [£506 million](#) a year that private buses cost and immediately increasing local government funding, the Government could ensure better bus networks for the rural economy whilst ensuring that the transport fleet is electrified. Where Labour is in power, we must use our powers to take buses into public ownership, so they are run for the public good not private profit.

## 2. Railways

Public ownership of rail would provide a viable mode of transport for those currently relying on poorly run, overcrowded and inefficient privately-run train lines. It would also save enough to fund an [18% cut in rail fares](#). LGND believe:

- Railways in the UK must be nationalised and electrified, saving [£1bn a year](#) and improving air quality.
- Light rail infrastructure must be developed in cities, allowing transportation to and around cities without relying on cars.
- The Government must commit to running services more frequently, especially at peak times in order to counteract reduced capacities in the era of social distancing.

- Instead of [imposing a regressive bailout](#) on Transport for London, the Government should fully fund its operations to ensure a greener, more connected and more affordable capital city.

### 3. Private cars

Whilst the above policy changes would go some way to address the deficiency of environmental public transport options in the UK it is also necessary to address current government policy that incentivises and subsidises car travel. LGND believe:

- [The Government's £27 billion](#) Road Investment Strategy must be scrapped. Any investment or subsidy of private car ownership must go towards the provision of an electric car charging network, in order to achieve the rapid phase out of internal combustion engines (ICEs).
- Local authorities should also be encouraged to establish zero-emissions city centres by investing in local transport routes and placing the burden of transitioning on businesses, avoiding punitive costs for workers and commuters.

### 4. Aviation

Labour needs to have a clear strategy for tackling aviation emissions, which are projected to amount to [25% of the UK's greenhouse emissions by 2050](#). Over 1,500 Labour members have backed our [petition](#) calling for public stakes in failing airlines; a just transition including a [right to retraining](#) for all workers; a sector-wide deal with mandatory decarbonisation targets, fair treatment for workers; and tax bills for executives like Richard Branson.

LGND recommend three additional policy actions:

- Introduce a tax on aviation fuel, which is currently exempt (calculated based on fuel consumed, as opposed to at point of purchase)

- Introduce a frequent flyer levy.
- Cancel any planned airport expansions, including pursuing a just transition to green jobs wherever Labour is in power.

## 5. Walking and cycling

Pedestrian and cycle infrastructure in the UK is in need of rapid and comprehensive expansion in order to reduce pressures on public transport during the pandemic and, in the long term, reduce emissions. Manchester's ['Bee Network'](#), which commits to 2,000 miles of cycling routes in the city, demonstrates the level of ambition that is required for all cities. LGND believe:

- The 'Ride to Work' scheme should be expanded to provide bicycles for all low income houses
- 50,000 kilometres of cycle lanes need to be added to our towns and cities to provide safe and convenient travelways for cyclists.

The Government should provide a cash incentive for cycling to work. This policy has been shown to be effective in increasing cycling in The Netherlands, where citizens are can claim [€0.19](#) in tax credits for each kilometre cycled.