INTEGRATED PUBLIC TRANSPORT

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Achieving rapid decarbonisation requires a radical overhaul of surface transport in the UK. Due to the convenience of motorised transport, road traffic in Great Britain increased by 29% from 1990 to 2018. Despite increased fuel efficiency of vehicles, greenhouse gas emissions from road transport in the UK have increased by 6% from 1990 to 2017, with this rise in air pollution resulting in widespread impacts. The impacts of this on our health and quality of life are extreme and widespread, with the WHO deeming more than 40 UK cities unsafe due to their high levels of pollution. The estimated financial costs of health impacts of air pollution was likely to exceed estimates of £8-20 billion. Therefore, it is crucial that the Green New Deal incorporates a range of approaches to facilitate transport alternatives that reduce Greenhouse Gas emissions, whilst simultaneously promoting integrated green public transport.

The ownership of private cars is incredibly inefficient because they sit empty for the majority of the time. Furthermore, cars take up a disproportionate amount of road space, with the space required to accommodate 50 cars able to accommodate around 16 buses or more than 600 bikes. It has been estimated that in 2019, the direct and indirect costs of congestion in the UK totalled more than £7.9 billion, an average of £1,317 per driver, with the average driver spending 115 hours in congestion. At a global level, London was the eighth most congested city in the world. A Green New Deal will help reduce the cost of congestion to the UK economy, and liberate individuals from the time they waste in congested traffic, by investing in green infrastructure to encourage the use of shared mobility options.

Key policy

Encouraging and facilitating the implementation of mobility hubs that provide a choice of transport options to further encourage emission-free transport and support green infrastructure

Integrated Transport Explained:

Urban areas have become increasingly designed to facilitate and encourage car transportation, despite the widely known health and environmental impacts. When Estonia and Luxembourg tried to change patterns of behaviour to more green options they found that its success was dependent on its combination with other transport policies. Put simply, green transport is more successful when implemented as part of a transport package, providing pedestrianised areas, park and ride options, cycle lanes

and well designed bus routes. A Green New Deal would see our transport options be centered around these 'mobility hubs'.

Mobility hubs are spaces that are designed to reduce private car space and improve the surrounding public realm. There is a visual sign that defines the space as part of a wider network across the city and provides travel information, i.e. bus timetables. By providing choices of transport, such as city bikes and zero-emission buses, people have the convenience of accessing a range of sustainable modes.

Mobility hubs also have the benefit of being able to be integrated into transport offerings for remote areas, something that transport infrastructure typically fails to do. Mobility hubs can act as gateways to these areas by providing parking space for private vehicles so that individuals can transfer onto other modes of transit, and by providing shuttle services that connect to small, isolated communities. Using the existing infrastructure provided by petrol and service stations could integrate mobility hubs into remote areas.

Successful examples:

- In 2003, the City of Bremen, Germany, launched their first mobility hubs, featuring carsharing, bike parking and transit. In 2020, there were 10 mobility hubs, complemented by 33 of the smaller hubs in dense city neighbourhoods. These have succeeded in promoting more sustainable modes of transportation, with analysis from 2018 showing that each of the shared cars replaces 16 privately owned cars, accounting for around 5,000 fewer vehicles in Bremen. The reduction in traffic in Bremen is higher than other German cities and is attributed in part to its policy of having other sustainable transport choices at the same hub.

- In 2017, Ghent, Belgium, opened its new car-free centre and traffic circulation system, where traffic was banned in the centre, except for city centre residents and deliveries to shops and cafés. Car parking tariffs were adjusted so that the further away from the centre they are the cheaper they are, with free parking at park and rides on the edge of the city. Car club cars were installed at hubs in easy reach of residents, with any new building project of more than 10 residential units required to provide a minimum number of electric cars and bikes at an adjacent hub. By encouraging shared transport as part of an action plan for a car-free city centre, car journeys in Ghent have reduced from 55% to 27%, with 20% fewer cars in the centre, and consequently nearly 20% less pollution.

- Mobility Hubs are being trialed in Musselburgh, East Lothian, with CoMoUK. Developed in conjunction with SEStran, this hub includes car club bays, bike-sharing facilities, public transport, wayfinding, and streetscape elements all under the new brand of multi-hub. Further mobility hubs are being developed by Plymouth city council, Transport for Greater Manchester, and Norfolk city council.

- The Get Glasgow Moving is a campaign set up by members of the community to help expand Greater Glasgow's economy, address inequality and social isolation, reduce toxic levels of air pollution, and tackle climate change, by campaigning for a fully-integrated and accessible, publicly-owned and accountable, public transport network for the Glasgow area.