

Hi there,

Thanks for getting in touch and asking these important questions. I'm a huge active travel champion and I'd do all I could to improve safe provision for cycling in this city if elected. My responses to your questions are below:

1. Kiddical Mass it is a great event, and the high turnout at the last one really illustrated how much people in our community enjoy cycling. I would cycle a lot more but I'm put off by the fact we don't have joined-up cycle lanes as I feel unsafe sharing roads with motor vehicles. The city needs an integrated network of safe cycle lanes. As a city councillor and as part of the last Green Administration, colleagues and I pushed hard to introduce as much safe cycling infrastructure as we could, despite on occasion, Labour and Conservative members working together to block this. The Green Party strongly supports active travel and our manifesto sets out the most ambitious and detailed plans of all parties. It states that elected Greens will push the new Government to:
 - a. Invest £2.5bn a year in new cycleways and footpaths.
 - b. Reimagine how we use streets in residential areas to reduce traffic and open them up for community use.
 - c. Adopt Active Travel England's objective of 50% of trips in England's towns and cities to be walked, wheeled or cycled by 2030.
2. It was very disappointing that the current Labour Council abolished the Active & Inclusive Transport Partnership, which provided a forum for detailed discussion of local transport issues, including those affecting disabled people. While MPs have no direct responsibility for the delivery of walking, wheeling or cycling measures at local level, wherever possible I will work with Brighton and Hove City Council to facilitate regular engagement between local councillors and community groups such as Bricycles. I will use my position to support public forums to gather input from residents, local businesses, and community groups on cycle route proposals.
3. While I fully recognise the many health and social benefits of cycling, MPs have no direct role in delivery of services. However, I would strongly support the programmes to cycling by excluded groups, run by the council under the Green administration to increase access. These include working to get discounted rates for users of Beryl Bike Share, which was tendered and launched by the Greens. I would also support the many excellent community groups and charities such as Brighton Bike Hub, Cranks and Pedal People who are making cycling more accessible. I would be very happy to come to these groups' events to help raise their profile in the wider community.
4. Cycle theft is a huge problem and a quarter of people give up cycling because of this, which means in this city alone, 200 people give up cycling each year. I would work to increase the provision of secure cycle parking across the city for short-stay use - only

a very small number of new Sheffield stands are currently added every year. I was proud to be instrumental in the introduction of the residential cycle hangars, designed to keep people's bikes safe close to their homes. Thanks to this hugely successful Green initiative, the city now has the highest number in England outside London. But having reached the target we set of 150 hangars (which gives space to 900 cycles) the Labour Council is not funding further hangars. This is a mistake. We need to give as many people as possible the opportunity to store their bikes safely and securely. I would work to expand this programme into other areas of the city.

Cycle theft at stations is a big concern. Under a previous Green administration the large cycle park at Brighton Station was built. While Greens plan to bring back the railways into public ownership, until this is achieved, I will put pressure on rail operators to increase provision for cycle parking at stations and indeed on trains so that people can use their cycle for both ends of their trip.

Many thanks,
Elaine

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