

1. The extraordinary success of [Kidical Mass](#) in our city shows many children and adults want the city made safer for cycling because fear of collisions is the [main deterrent](#) for cycling. (Note: 565 cyclists have been [killed or injured](#) in Brighton & Hove since the last General Election.)

Cycle lanes physically separated from motor traffic are [safer](#).

• How will you support delivery of a network of separated, safer cycle lanes as an MP in the city of Brighton and Hove?

The number of cyclists killed or injured in our city since the last election really must be a wake-up call to make our roads safer for cyclists. Lots of the residents I have been talking to would like to cycle much more and if I am elected on July 4th I would want to work cross party with Brighton and Hove City Council (BHCC) and other MPs in the city to make cycling a much safer choice.

The Green Party manifesto includes a series of ambitious policies in support of active travel, and as your MP I would push for:

- *Investment of £2.5bn a year in new cycleways and footpaths.*
- *Reimagining how we use streets in residential areas to reduce traffic and open them up for community use.*
- *Adopting Active Travel England's objective of 50% of trips in England's towns and cities to be walked, wheeled or cycled by 2030.*

MPs have no direct responsibility for the delivery of walking, wheeling or cycling measures by local authorities, but there are a number of ways in which I will work to support delivery of a network of safe & protected cycle routes (not just lanes!):

- *I will work in Parliament to help secure increased funding from central government for Active Travel England. I will also support programmes that increase wider funding for local authorities so they have the financial resources needed to deliver comprehensive provision for people walking and wheeling, as well as cycling. I will reach out to the All-Party Parliamentary Group for Cycling & Walking and support their campaigning, lobbying and awareness raising.*
- *Wherever possible I will work with BHCC to facilitate regular engagement with local councillors and community groups such as Bricycles, including to fill the gap left by the current city council's decision to scrap the Active & Inclusive Transport Partnership. This provided a really important forum for detailed discussion of local transport issues, including those affecting disabled people, and I think politicians in both local government and Parliament should be listening carefully to residents - how we involve the community in real change to promote cycling matters just as much as the changes themselves.*
- *I will support planning policies and developments that prioritise walking, wheeling and cycling - and where appropriate I will use my position to support public forums to gather input from residents, local businesses, and community groups on cycle route proposals.*

2. Cycling improves physical and mental health for residents. If journeys are made by bike instead of motor vehicle, the health of the whole community benefits because the air is cleaner so the risk of early deaths are [reduced](#). Good cycling infrastructure also reduces the risks social exclusion and the social problems that it causes.

• What will you do to make cycling more accessible, particularly in the parts of your constituency where poor transport is putting people at high risk of [social exclusion](#)?

This is such an important factor - and goes hand in hand too with the Green approach to access to green spaces. Green MPs will also campaign to ensure that there's nature-rich greenspace within 15 minutes' walking distance of every home because we recognise the

multiple benefits. And we will ensure car-free access to the National Parks with new cycling, walking, wheeling and bus links.

Whilst MPs have no direct role in delivery of services, if I am elected I will strongly support the kinds of programmes which Green councillors have previously brought forward to improve access to cycling by excluded groups. These would include working to get discounted rates for users of Beryl Bike Share, which was tendered and launched by Green councillors.

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 - including by coming along to these groups' events to help raise their profile in the wider community.

3. Last year almost [800 cycle thefts](#) were reported to Brighton & Hove Police but not a single thief was convicted. Cycle theft stops people who already cycle from continuing and it stops many others from starting to cycle.

- What will you do to reduce cycle theft?

Cycle theft is a huge problem and I'm aware that a quarter of people who have a cycle stolen stop riding, so that means 200 people in the city gave up cycling last year. We can't continue to ignore this if we want our streets and roads to be safer for us all.

There's a clear need to increase the provision of secure cycle parking across the city for short-stay use - there is currently only a very small number of new Sheffield stands added every year. The network of well-used residential cycle hangars was a Green initiative and the city has the highest number in England outside London. But having reached the agreed target of 150 hangars (space for 900 cycles) there's now been a freeze on funding for any more. I would support Green councillors work to expand this programme into other areas of the city - and use my position as an MP to lobby Ministers, in what's looking certain to be a Labour government, to fund their installation. Cycling gets no mention in the Labour manifesto and, as a Green MP, I would push them not to ignore cyclists.

Cycle theft at train stations is a particular concern and I welcome the work Green councillors did to get the large cycle park at Brighton Station built. While our overall policy is 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.

And we also have to look to the response when bikes get stolen and understand why it's happening on such a significant scale. Sussex Police, like every police force in the country, is massively stretched so proper funding and restoring trust has to be the starting point. I would encourage them to work closely with BHCC to tackle cycle theft, including looking at underlying factors and addressing the root causes as much as possible.