|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Will your party commit to: | transport spend of at least £10 per person annually on cycling? | draw up plans of a comprehensive network of high quality cycle routes? | consistently high design standards for cycling for all highway and traffic schemes, new developments and planned maintenance? | improve cycle safety by revising the Highway Code and strengthening road traffic law and its enforcement? | positive promotion of cycling, including training for people of all ages, backgrounds and abilities? |
| Alliance Party | yes | yes | yes | yes | yes |
| Conservative Party | **DECLINED** | **TO** | **RESPOND** | **AT THIS** | **TIME** |
| Democratic Unionist Party | **DID** | **NOT** | **RESPOND** | **IN** | **TIME** |
| Green Party | yes | yes | yes | yes | yes |
| Labour Party | no | yes | yes | yes | yes |
| Liberal Democratic Party | yes | yes | yes | yes | yes |
| Plaid Cymru | yes | yes | yes | yes | yes |
| Respect Party | **DID** | **NOT** | **RESPOND** | **IN** | **TIME** |
| Scottish National Party | no | yes | yes | yes | yes |
| Sinn Fein | **DID** | **NOT** | **RESPOND** | **IN** | **TIME** |
| Social Democratic and Labour Party | **DID** | **NOT** | **RESPOND** | **IN** | **TIME** |
| UK Independence Party | no | yes | yes | yes | Yes |

**Party statements on Cycling**

**Alliance Party**

“Cycling has grown in popularity in recent years, both as a means of commuting to work and for recreation. The recent successes of the UK hosting the opening stages of the Tour de France and the Giro d’Italia has shown the level of interest in cycling throughout the country.

“However, we have not seen enough investment in the cycle network. While there has been an increase in the amount of cycle lanes and green advance boxes for cyclists at traffic lights, they tend to be sporadic and poorly connected.

“There are clear benefits to be gained by increasing the number of cyclists on our roads such as the reduction in congestion and harmful carbon emissions, and improvements to people's health.

“However, if we are to do this then we must also see a change in attitude towards cyclists from other road users.”

**Conservative Party**

“Investment in infrastructure has been a vital part of our long term economic plan and cycling has been a big part of that. Over the past five years we have more than doubled spending on cycling schemes, ensured that new strategic roads are cycle-proofed and committed to delivering properly funded and targeted investment strategies for cycling and walking for England.

“We are helping to deliver safer junctions on road networks, traffic-free cycle links, and cycle training in schools.

“Conservatives have shown that we are serious about cycling. If re-elected we will continue to ensure that cyclists benefit from improved infrastructure as we invest in the good transport links that our towns and cities need.”

**Democratic Unionist Party – did not respond in time of publication**

**Green Party**

“We face an increasingly car-dependent population, as the relative cost of public transport has risen and its availability in some areas has fallen. This contributes to a public health crisis due to physical inactivity, health damaging air pollution and a rising toll of death and serious injury on the roads.

“We must create a transport system that is socially just and addresses health inequality by prioritising access to services by walking, cycling and public transport. This means reallocating road-space, reducing road danger and cleaning up our air to make our towns, cities and villages into more livable, socially inclusive places.”

**Labour Party**

“Britain’s roads are for everyone. Labour wants to give everyone the choice to cycle and walk safely on them - to cut congestion, deliver huge benefits for our environment and improve people’s quality of life.

“With just 2% of journeys currently made by bike in the UK, we need action to improve conditions for cyclists in all communities. A Labour Government will deliver a long term strategy to increase cycling and walking rates, with clarity over funding.

“We will improve HGV safety, cycle-proof transport infrastructure, educate children in cycle safety and restore targets to reduce deaths and serious injuries on our roads, too. Making cycling a safe and easy option for all is a Labour Transport priority.”

**Liberal Democratic Party**

“Getting Britain cycling is a core Liberal Democrat priority. We know that having more people cycling is a win-win situation: well-being increases, public health improves, roads are safer and less congested, and the environment benefits.

“We’re proud that in government we’ve made progress in promoting cycling. As Cycling Minister, Norman Baker persuaded fellow Ministers to see how important cycling is. We delivered the Local Sustainable Travel Funding, and Nick Clegg announced the biggest single investment in cycling - £241 million. A campaign led by Julian Huppert MP secured a legal requirement for a Cycling and Walking Investment Strategy for the first time.

“But we need to go much further. We are the first party that committed to the Get Britain Cycling report’s recommendations. We will give cycling the vital funding it needs of £10 per head to hit the target of 10% of journeys by bike by 2025, and 25% by 2050.”

**Plaid Cymru**

“Wales has passed legislation on Active Travel, which Plaid Cymru supported. But we also warned that the Welsh Government would have to spend more.

“In the first year of the Act, the Government in Wales went backwards on spending. While Plaid Cymru rejects austerity across the whole of the UK, it is still possible to prioritise resources towards sustainable travel.

“Plaid Cymru would ensure that local authorities are given a fair chance to deliver what our communities need for walking and cycling. We will support any initiatives at the UK level which help make cycling safer. Improving cycling leads to less congestion and a healthier population.”

**Respect Party -** **did not respond in time of publication**

**Scottish National Party**

“In this 20th anniversary year of the National Cycle Network, the SNP Government is proud to be delivering the largest ever investment in cycling and walking in Scotland. Investment, of almost £40 million, will help support delivery of our ambition to see 10% of all everyday journeys made by bicycle by 2020.

“Much of this investment is matched by partners – for example, through the Community Links programme Sustrans generated some £25 million in match funding 2014/15. We are also taking a number of steps to encourage cycling in Scotland and to promote the benefits of active travel, and our updated Cycling Action Plan for Scotland was published in 2013.

“We would support policies that would increase funding for cycling through Barnett consequentials from Westminster.”

**Sinn Fein – did not respond in time of publication**

**Social Democratic and Labour Party**

“The SDLP is very sympathetic to the needs of cyclists and the necessity to create a sustainable transport system for the whole of Northern Ireland. The growing cycling culture in Northern Ireland must be supported by the Department of Regional Development (DRD) and the NI Executive if it is to grow and flourish.

“Cycle use cannot significantly develop without the right infrastructure and safety measures in place. Since 2009 SDLP Belfast City Councillor Tim Attwood has led the campaign that secured almost £700,000 from the then Minister of Regional Development to introduce a public cycle hire scheme in Belfast.

“The SDLP believes that Northern Ireland needs a long-term and dedicated strategy to improve cycling provision. A successful scheme will reduce the number of road accidents involving bicycles and increase cycle use across the North and not simply in the Greater Belfast area.”

**UK Independence Party**

“Britain needs a sustainable transport policy which is fair to all and serves the needs of our country. We wish to encourage cycling, and improve access and safety for cyclists.

“We would seek to introduce interurban cycle tracks by utilising the network of closed railway lines and, where possible, increase extra cycling lanes. These would be high quality paved surfaces, and lit at night.

“We would encourage participation in a cycling proficiency test to ensure an understanding of the Highway Code and the rules of the road. Cycling is an enjoyable and efficient way of travelling, and we want to make it as safe and pleasant as possible."