



Left: Double Take. Below left: Roco Fowler. Centre: Andy Callin



[Clockwise from far left] When cycling feels and is safer, people from all backgrounds take it up – not just MAMILs. Lower speed limits and segregated cycle lanes are two easy ways to improve cycle safety. In Northern Ireland, as in Scotland and Wales, transport is a devolved issue, but Cycling UK's message is the same. Everyone needs access to alternative transport choices

funding to have confidence to develop and deliver long-term plans for active travel networks. This isn't just a transport investment but an investment in public health, people, places, the environment and the future we want for our children.

- **Provide better transport choices to reduce traffic**

Produce an integrated transport strategy designed to give people more transport choices, with targets to reduce traffic. Some people will have to or still want to drive, but the government must do more to make it easy and enjoyable for the majority to get around by walking, wheeling or cycling, and for public and shared transport to be more accessible. By providing better transport choices, the government can make our day-to-day journeys good for our health, our communities, our economy and our environment, and reduce traffic in line with net zero targets.

- **Build truly sustainable new homes and developments**

Improve and invest in the planning system so that all new homes and other

“ CHANGING THE PUBLIC PERCEPTION OF CYCLING IS ONE OF THE OBJECTIVES IN OUR NEW FIVE-YEAR STRATEGY ” ▶

Cycling UK's new five-year strategy (cyclinguk.org/strategy). We won't change that overnight through a general election campaign alone, but that campaign is part of our wider strategy, so our manifesto and our communication with candidates has focused on a positive vision of what we want to see.

We want bustling high streets you can walk down while breathing clean air. Millions more children walking and cycling to school, because they and their parents feel it's a safe option. A healthier nation, with more people building physical movement into their daily lives.

That's the vision we took to the candidates, because it's one we won't realise unless the new government enables more people to walk, wheel and cycle. It's one of the cheapest and most effective health interventions a government can make. And there's clear evidence that if walking and cycling look and feel like a natural choice for short journeys, millions more people will do so regularly.

Thousands of you emailed your

candidates asking them to support our manifesto, and hundreds of them pledged to do so or asked to meet with us if elected. As always, your support has been and remains vital, wherever you live in the UK. For although many transport decisions for Wales, Scotland and Northern Ireland are devolved, our manifesto asks have been developed to resonate in all four nations as policies and commitments both we and our supporters would like to see delivered across the UK, even if the power to make that happen sits outside Westminster.

The culture wars around cycling aren't limited by nation either, so it's vital we convey the positive vision of what we want to see to politicians throughout the UK. That's why we asked every candidate to support measures and policies to:

- **Deliver long-term investment in cycling, walking and wheeling**

Increase investment in active travel, ramping up to at least 10% of the total transport budget within five years. Local authorities need the security of long-term