

The Cyclist's Manifesto was originally created by 3 cycling organizations base in England:
CCN: The Cycle Campaign Network
CTC: The National Cyclists Organization
LCC: London Cycling Campaign

It was designed as a tool to lobby members of parliament to support cycling.

The NICI created a version of the Cyclist's Manifesto for Northern Ireland. NICI used this version to contact candidates for local office in the May 2005 elections to get their commitments on cycling.

Dear

Manifesto for cycling and Walking in Northern Ireland

Traffic accidents and obesity cost Northern Ireland £1.5 billion a year. This figure does not include illness, severance, exclusion and blight caused by poor air quality, traffic noise, traffic volumes and excessive speed.

Cycling and walking are cost effective ways to deliver a wide range of benefits: good health, clean air, safe streets, pleasant neighbourhoods, strong local economies sustainable tourism and versatile options for transport, available to all people regardless of age or youth, income or ability.

Cycling and walking are the best buys in transport policy.

The Northern Ireland Travel Survey shows 65% of all journeys are less than 5 miles; ideal journeys for cycling, 20% of all journeys are less than 1 mile, ideal for walking.

We are writing on behalf of Sustrans (the sustainable transport charity) Cycling Tourist Club and the Northern Ireland Cycling Initiative (a locally based campaign group) to highlight sustainable transport issues relevant to Northern Ireland.

Leading politicians have busy lives, especially during elections. We would be very grateful if you could take 5 minutes to read and return the enclosed fact sheet and questionnaire.

All our members in your constituency will value your support.

Best wishes in the election

Cycling and Walking in Northern Ireland

Please let us have your views by completing and returning this questionnaire in the enclosed SAE

1. Better Cycling and Walking Conditions

Introduce a default 20mph speed limit for most urban and residential streets and certain rural roads.

Yes **No** **Don't know** **Comments**_____

Surveys consistently show that more people would like to cycle and road danger is the number one deterrent preventing them

At 20mph a pedestrian hit by a car has a 95% chance of survival – at 40mph the pedestrian has a 90% chance of being killed.

2. Better funding for cycle training and promotion of walking and cycling

Provide dedicated revenue for 'soft measures' such as cycle training; direct marketing eg TravelWiseNI and promotional activities such as Bike Week and European Mobility Week.

Yes **No** **Don't know** **Comments**_____

A Government commissioned report on influencing travel behaviour concluded that soft measures and other similar initiatives were effective in tackling congestion with an average cost:benefit ratio of 10:1. Cycling is 100% dose responsive, the more you cycle the healthier you are. In 2003/2004 from a budget of £3 billion DHSSPS allocated £zero to cycle promotion

3. Better traffic laws

Revise the Law on drivers insurance to make it easier for non motorised users to claim injury damages from drivers who hit them.

Yes **No** **Don't know** **Comments**_____

If a motor vehicle hits a pedestrian, cyclist equestrian or disabled person, the non-motorised user is far more likely to be injured.

The law on driver insurance schemes should be amended so that non-motorise road users can claim injury damages from drivers who hit them. Drivers would not be criminalised under these proposals, which are in line with laws already in place in the Netherlands, Belgium, Germany and France.

4. Better integration of cycling and walking in wider transport objectives

Promote road safety awareness campaigns in ways that encourage increased cycling and walking and integrate public transport with cycling.

Yes **No** **Don't know** **Comments**_____

The health benefits of cycling far outweigh any safety risks by a factor of 20:1. It is vital to promote cycling and walking safety in ways which complement rather than contradict efforts to increase cycling and walking.

Cycling can combine with public transport to provide a door-to-door alternative to the private car, enabling people to reach public transport that would be too remote on foot. The catchment area for public transport is 16 times larger for cyclists than for pedestrians crucial for the improved viability of NI's marginal rural and urban public transport services