



# Welcome

Across the UK we've seen a surge in cycling caused by (temporarily) quieter roads and a growing awareness of the health and social distancing benefits that bikes provide. This surge has been supported by pop-up cycling infrastructure and a commitment to increased spending.

That's as it should be: national and local governments have the biggest role to play in embedding cycling into our transport culture. But there are issues for others to address.

It would be useful if the UK cycle industry were bolder in importing transport bikes that normal people can comfortably ride in normal clothes. No demand? Customers won't demand what's invisible, which – outside of Cambridge and York – sensible bikes sadly are.

It would help, given the post-lockdown focus on cycle commuting as a transport solution, if employers supported cycling staff more. Cycle commuters are more punctual, more productive, and take fewer days off sick. Investing in them benefits the bottom line – especially now.

So let's have cycle parking that isn't hidden around the back by the bins. Let's enable staff to buy a bike at a discount through the cycle-to-work scheme. Let's have showers for those who wouldn't commute without them. Let's underscore something that, in the pandemic, society is finally acknowledging: bikes mean business.

**DAN JOYCE**  
Cycle Editor

**Coronavirus**  
For updated advice regarding the Covid-19 outbreak, visit: [cyclinguk.org/coronavirus](http://cyclinguk.org/coronavirus)

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### On the cover

Ellis Palmer [p4] by the River Mersey, photographed by Robby Spanring

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