



Welcome

The political slogans, tabloid front pages and toys thrown from prams on social media tell the same story: there's a 'war on motorists'. Standing up against this 'eco zealotry' is solidarity with Britain's 'hard-pressed drivers'. It's definitely not a naked attempt to leverage votes ahead of the next general election, after an anti-ULEZ candidate narrowly won a by-election...

The casualties of this cooked-up culture war are wide ranging. The environment. Health. People's freedom to choose transport other than the car... Frankly, who doesn't benefit from there being fewer cars on the road? It even benefits drivers, who can enjoy faster journey times due to reduced congestion.

It especially benefits active travel, more of which is good for individuals, society and the planet. When there are fewer cars, people cycle more. We saw this during the pandemic. A survey by Sustrans found that 62% of people would cycle more if there were fewer cars.

Measures such as low-traffic neighbourhoods, 20mph zones and better facilities for walking and cycling meet with loud objections from a vocal minority but are consistently more popular than not with the wider public.

Safer roads and cycle tracks don't hinder people driving to work or the supermarket. We're all just people trying to get somewhere. We don't need this fabricated divisiveness. Less traffic and more cycling doesn't create a downtrodden country of disenfranchised drivers. It creates a better, more sustainable transport network, like they have in the Netherlands. One day, eh?

DAN JOYCE
Editor

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On the cover
Projection in London ahead of COP27 by Double Take, for Cycling UK

Top to bottom: Karen Darke, Shutterstock, Tom Bogdanowicz, Rebecca Mitten

we are cycling
UK

jamespembroke
media



Founded in 1878

CYCLING UK: Parklands, Railton Road, Guildford, GU2 9JX E: cycling@cyclingsuk.org W: cyclingsuk.org T: 01483 238300. Cycle promotes the work of Cycling UK. Cycle's circulation is approx. 51,000. Cycling UK is one of the UK's largest cycling membership organisations, with approx. 70,500 members and affiliates.

President: Jon Snow Chief executive: Sarah Mitchell. Cyclists' Touring Club, a Company Limited by Guarantee, registered in England No 25185, registered as a charity in England and Wales Charity No 1147607 and in Scotland No SC042541. Registered office: Parklands, Railton Road, Guildford, GU2 9JX.

CYCLE MAGAZINE: Editor: Dan Joyce E: editor@cyclingsuk.org Designer: Christina Richmond Advertising: Bevan Fawcett T: 0203 198 3092 E: bevan.fawcett@jamespembroke.com Publisher: James Houston. Cycle is published six times per year on behalf of Cycling UK by James Pembroke Media, 90 Walcot Street, Bath, BA1 5BG. T: 01225 337777. Cycle is copyright Cycling UK, James Pembroke Media, and individual contributors. Reproduction in whole or in part without permission from Cycling UK and James Pembroke Media is forbidden. Views expressed in the magazine are those of the individual contributors and do not necessarily reflect those of the editor or the policies of Cycling UK. Advertising bookings are subject to availability, the terms and conditions of James Pembroke Media, and final approval by Cycling UK. Printed by: Acorn Web Offset Ltd, Loscoe Close, Normanton Industrial Estate, Normanton, WF6 1TW T: 01924 220633

