



Welcome

When it comes to using bikes instead of cars for short trips, experienced cyclists like us are outliers. It's easy for us. Heading into town? Put shoes on. Get on bike. Go. No thought required.

We can even use bikes for utility trips that others wouldn't register as rideable. Last summer I was going to York Rally – about 40 miles away as the crow flies and close to 50 by any route you'd want to ride. I'd normally take the train but it wasn't running. (Thanks, TransPennine!)

"No problem," I thought, "I'll take the bus." The timetable said two hours for the journey. Factoring in walking and waiting at each end, it'd be around three. I figured I could ride there in that. So I did [2:52 there, 3:05 back]. It was a nice day out.

Most trips made in the UK aren't this kind of length: 71% of them are under five miles. You don't need to be capital-C cyclist to ride that. Most people could do it, if they chose to. We know there are lots of reasons why they don't. Two of the biggest are the perception that cycling is dangerous ("roads too busy"), and the idea that cycling is hard.

Better infrastructure is a long-term project that won't be fixed overnight. Making cycling easier? That's instantly achievable with an e-bike. If we (as a country, not as cyclists) are serious about getting people out of cars, e-bikes are surely part of the solution. They make everyday cycling more accessible for people who aren't lifelong cyclists like us.

DAN JOYCE
Cycle Editor

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On the cover
Babboe Big-E box trike in Manchester, by Joe Cotterill

we are cycling
UK

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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.

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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



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