



# Welcome

Another of the great things about cycling is that it can be an escape from everyday problems, things that are churning over in your mind. Pedalling through green places, feeling the breeze, you can focus on the here and now instead of things like – oh, I don't know – the state of British politics and the anger, despair or weary acquiescence that this engenders.

That last one most of all. "They're all the same, politicians," people say. "Nothing changes." Wrong. They're not. It does. Look at how the cycling environment has and is changing in parts of the UK.

Take London. When I started on Cycle in late 2000, I'd ride across the capital and see handfuls of other cyclists. Sometimes I'd pull alongside a fellow pedaller at the lights and give a nod. We brave few! Now there are rivers of cyclists on segregated cycle lanes. It's a better city for cycling.

How about Wales? Just last year the Welsh government introduced a default speed limit of 20mph in built-up areas. This is huge for cycling, making it safer and more appealing. Then there's Scotland. The spend there on active travel has climbed to £41 per person. In England, for more than 40% of English local authorities, it's less than £2 per head...

These differences are political decisions playing out. And they're why Cycling UK's campaigning to win support from candidates and parties ahead of the general election is so important. It won't turn the UK into the cycling equivalent of the Netherlands overnight. But anything that turns the political dial in favour of cycling is a win for everyone who cycles – and anyone who could, would or should.

**DAN JOYCE**  
Editor

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**On the cover**  
Jenny Graham and Mark Beaumont riding Route YC through Dalby Forest © Markus Stitz

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Top to bottom: Mark Wedgwood; Alamy; Paul & Maxine Rogers; David Futler

**we are cycling**  
UK

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Founded in 1878

**CYCLING UK:** Parklands, Railton Road, Guildford, GU2 9JX **E:** cycling@cyclingsuk.org **W:** cyclinguk.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:** Jacob Tregear **T:** 0203 859 7100  
**E:** jacob.tregear@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

