



Welcome

For one of the revisions to the Highway Code – I think it was the time before last – Cycling UK fought to ensure that there wasn't a blanket instruction for cyclists to use cycling facilities. As a result, the advice published was: "Use facilities such as cycle lanes and tracks... where they make your journey safer and easier."

That last bit is key. All cyclists (well, most of us) appreciate good cycling infrastructure. But plenty of the UK's cycle lanes and tracks are a world away from adequate, let alone good. We've all seen examples: the cycle track with an arrow pointing at a bollard, tree or railing; the painted cycle lane narrower than a handlebar; the roadside cycle track that does a 90-degree turn into 60mph traffic.

There's abundant evidence across the North Sea that it doesn't have to be like this. As soon as you roll off the ferry, the Dutch roll out the red tarmac. A properly built, well-surfaced network! That goes places you want to go! With signposts and traffic signals! Without cars and lorries clipping your elbows!

It's there because the Dutch decided it was necessary and they didn't balk at the cost of building it. New roads there have to have cycle tracks alongside so cycling provision is baked in. In the UK... well, you know how it is. Hats off to Sustrans for getting any kind of National Cycle Network off the drawing board. Some bits are great.

But cycling provision, like road building, should really be the business of local and national governments. Even now, they've got the money. They just need the political will to spend it.

DAN JOYCE
Editor

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