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{ FROM }

THE EDITOR



A CAR HORN BLARES. An irate driver overtakes, too close, pointing at the narrow pavement. He thinks that's where I should be! I can't reason with him: with an absurd acceleration, he's gone.

He's an idiot, of course. The more fundamental problem is that there aren't enough cyclists – at least, not where I live.

When you get more cyclists, the whole dynamic changes. Drivers become more used to seeing cyclists on the roads and to dealing with them sensibly. They're also more likely to be cyclists themselves or to have a friend or relative who is a cyclist.

You don't have to go as far afield as the Netherlands or Denmark to experience this. You can see it in Cambridge, York, even London – perhaps especially London, where cycling numbers swelled for no obvious reason other than the congestion charge. It's still not exactly Copenhagen but London feels like a different place to be a cyclist than it did 10 years ago.

There are lots of other things that need to change for Britain to become a better place for urban cycling – infrastructure, training, and a seismic cultural shift for a start. But one of the big ones is simply bums on saddles, not only as a goal but as a way of reaching that goal.

There is, as CTC's campaign of the same name explains, safety in numbers.

DAN JOYCE

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