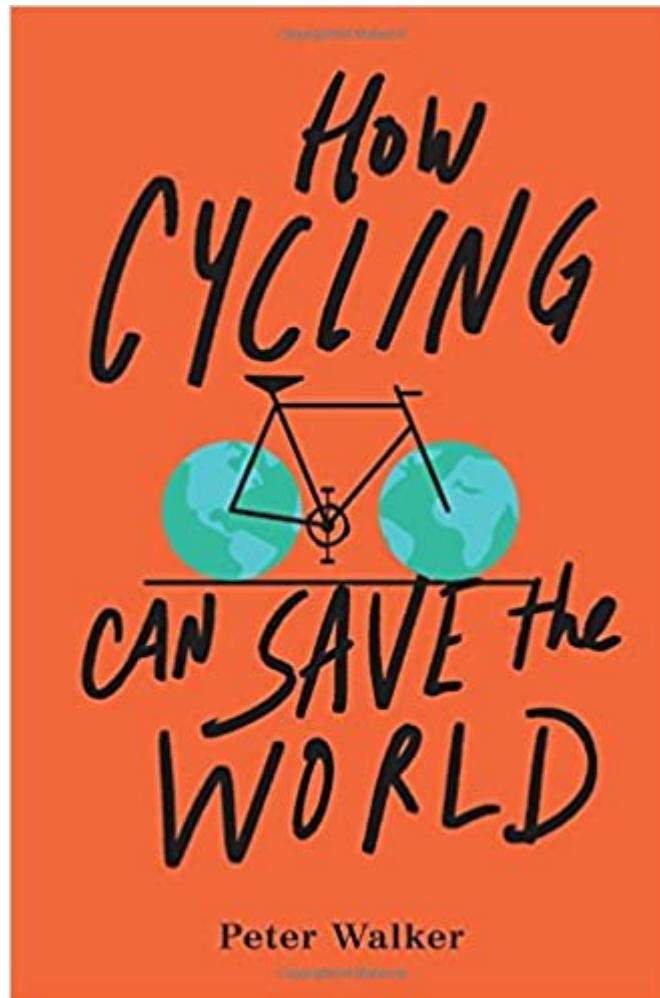




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How Cycling Can Save The World



Synopsis

Peter Walker is a reporter at the Guardian and curator of its popular bike blog. He shows how the future of humanity depends on the bicycle. Car culture has ensnared much of the world and it's no wonder. Convenience and comfort (as well as some clever lobbying) have made the car the transportation method of choice for generations. But as the world evolves, the high cost of the automobile is made clearer with its dramatic effects on pollution, the way it cuts people off from their communities, and the alarming rate at which people are injured and killed in crashes. Walker argues that the simplest way to tackle many of these problems at once is with one of humankind's most perfect inventions: the bicycle. In *How Cycling Can Save the World*, Walker takes readers on a tour of cities like Copenhagen and Utrecht, where everyday cycling has taken root, demonstrating cycling's proven effect on reducing smog and obesity, and improving quality of life and mental health. Interviews with public figures such as Janette Sadik-Khan, who led the charge to create more pedestrian- and cyclist- friendly infrastructure in New York City provide case studies on how it can be done, and prove that you can make a big change with just a few cycling lanes and a paradigm shift. Meticulously researched and incredibly inspiring, *How Cycling Can Save the World* delivers on its lofty promise and leads readers to the realization that cycling could not only save the world, but have a lasting and positive impact on their own lives.

Book Information

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Customer Reviews

"A fascinating read that informs, educates, and inspires." Library Journal starred

review“Peter Walker’s *How Cycling Can Save the World* is no mere rhetorical flourish; it’s an inspiring social, political, and investment strategy for a rapidly urbanizing planet. • Janette Sadik-Khan, former Commissioner of the New York City Department of Transportation” Peter Walker has written the book I wanted to write. It should be compulsory reading for anyone in a decision-making role. This might seem a sweeping statement but when you see the diverse and positive impact more cycling could have on our lives • cyclist or not • you’ll understand.” • Chris Boardman, Olympic gold medalist in cycling

Peter Walker is a political correspondent for the Guardian and runs its popular bike blog. As a news journalist he has reported from places ranging from Iraq to North Korea. Walker has also been named one of the fifty most influential people in British cycling. He has been a regular cyclist since working as a cycle courier in London and Sydney.

This is best of the of the books I have read regarding the merits of enabling bicycling to become a prominent aspect of everyday transportation. Although the author is a longtime cyclist, he writes from the perspective of what keeps ordinary would-be riders from taking to the streets. This book has numerous insights that I wish more city administrators and planners knew about. Frankly, the book has many insights that I wish some of the more strident cycling activists would know about. One important premise is that for cycling to be adopted by more people, they need to feel it is safer. This contrasts with the de facto statements in many books about cycling which maintain that cycling on streets is "safe" and that riders merely need to be less risk adverse and be more assertive in the face of motor vehicles weighing 3000 pounds or more. The reality is that perhaps 10 percent of the population is willing to accept the risks that are inherent with the status quo but that another 60 percent or so would be willing to use bicycling as a form of transportation if the infrastructure was such that one did not have to rely on attentive and concerned vehicle drivers and on a level of cycling skills that many people (including children) don't have. Another strong point of the book is that the author actually has read the studies regarding cycling participation and safety, instead of resorting to anecdotes, speculation, or the rehashing of what others have written. In addition, although the author advocates for substantial changes in attitudes and infrastructure, he avoids doing so in a way that would require that mainstream citizens make radical changes in how they live. If you want to read a cycling book that is not written by an "alternative lifestyle" advocate, I recommend this one.

This beautiful book is as informative as it is fun and well-written. The counterintuitive nature of the topics covered herein are as fascinating and eye-opening as the best episode of Freakonomics. The stories are compelling, the interviews are informative, and the statistics are simple to understand and, frankly, revelatory. If the mayors of every major city in the world would read this book and digest the information herein, urban landscapes would be a lot friendlier than they are today. I cannot recommend this book enough.

Excellent compilation of reasons\stories of why utilitarian cycling can combat some of the modern world most pressing issues (global warming, sedentary life style, social equity and traffic deaths.).

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