

CONTACTS

Organisations

Bicycle NSW and BUGs (Bicycle User Groups) contact Bicycle NSW for details of your local group	Ph.9281 4099 www.bicyclensw.org.au
Cycling NSW (Racing)	Ph.9738 5850 www.nsw.cycling.org.au
Cycling Courses	
CARES Cycling Facility (Cycling Road Safety Education Scheme for primary schools) City of Sydney	Ph.9519 9465 (Mon-Thurs)
Pedal Power, Cycling Course for High School Sports Programs	Tanya Bosch Ph. 9369 1436 M. 0419 217 974 Email onyabike@ozemail.com.au
Learn How to Ride a Bike	Tanya Bosch Ph. 9369 1436 M. 0419 217 974 Email onyabike@ozemail.com.au
Cycling Skills Courses Sydney Community College	Ph. 8752 7555 www.sydneycommunitycollege.com.au
Cycling Skills Courses ► Skill Cycle ► J Cycle ► Ride It	Ph.9644 3002 Rob.mcdougal@cycling.org.au
Resources	
Bike It Sydney (back street guide to inner Sydney)	Ph.9281 4099 www.bike-it.com.au
Cycling Around Sydney 25 classic rides around Sydney	Ph.9281 4099 www.bicyclensw.org.au
Cycling Promotion Fund Free (brochures, posters, funding etc.)	Ph. (03) 9755 3557 www.cyclingpromotion.com/promotion.htm
RTA Cycling Maps Free	Ph.1800 060 607 www.rta.nsw.gov.au
RPA/Sydney University Bicycle Map Free	Ph.9515 9055 hpureception@email.cs.nsw.gov.au

Cycling is FUN



FACT SHEET

The Health Promotion Unit of the Central Sydney Area Health Service promotes cycling to maintain good health, and as a mode of transport that helps improve the environment by reducing the use of motor cars.

Health Benefits

- Cycling improves cardiovascular fitness, strengthens bones improves circulation, relieves the effects of rheumatoid arthritis and like all physical activity, helps people cope better with stress.
- Research in Denmark involving 30,000 people followed over 14 years, found that cycling to work decreased their risk of early death by 40%.¹
- Another study with 21,000 people in Finland followed over 12 years, found that people who spent more than 30 minutes a day cycling to and from work reduced their risk of developing diabetes by almost 40%.²
- The benefits of physical activity from cycling clearly outweigh the risks of injury.³

Environmental Benefits

- Cycling uses no fossil fuels and is a pollution-free mode of transport, reducing the need to build, service and dispose of cars.

¹ Anderson LB, Schnohr P, Schroll M, Hein HO. All-cause mortality associated with physical activity during leisure time, work, sports and cycling to work. *Archives of Internal Medicine* 2000; 160: 1621-1628.

² Hu G et al. Occupational, commuting, and leisure-time physical activity in relation to risk for Type 2 diabetes in middle-aged Finnish men and women. *Diabetologia* 2003; 46: 322-329.

³ British Medical Association. *Cycling towards health and safety*. Oxford: Oxford University Press, 1994.

CONCERNS

SOLUTIONS

<i>Fear of traffic and road conditions</i>	▶ Use quieter streets ▶ Lobby for lower speed limits and dedicated bike lanes
<i>Lack of fitness</i>	▶ Just start and build up slowly, it's not a race!
<i>Lack of confidence</i>	▶ Ride with others who have more experience, or join a cycling course
<i>Risk of injury</i>	▶ Wear a helmet, ride carefully and pick the quietest route
<i>Where to ride?</i>	▶ Use RTA cycleway maps or back street guides such as 'Bike It' (see back page)
<i>Where to put the bike?</i>	▶ Ask your local council and employer to install secure bicycle parking racks
<i>What bike to choose?</i>	▶ Visit your local bike shop or the cycling promotion fund website: www.cyclingpromotion.com/promotion.htm

WHAT'S BEING DONE TO ENCOURAGE CYCLING

Bicycle NSW's Bicycle User Groups (BUGs) are voluntary organisations that encourage and lobby for cycling. They organise social rides, assist inexperienced riders, provide advice on cycling issues and lobby for better cycling facilities.

Local Councils have Bicycle Plans and build local bicycle infrastructure.

The **Roads and Traffic Authority (RTA)** builds regional cycleways and off-road bicycle lanes, and produces maps and brochures that promote cycling to work.

Cycling proficiency courses increase the skills and confidence of beginner and intermediate cyclists (see contact list on back page).

SOME STATISTICS ABOUT CYCLING

- ⌘ Building cycling into daily life is more likely to be sustained than gym-based exercise prescription schemes.^{4,5}
- ⌘ Almost half the households in NSW have at least one bicycle. The number of bicycles owned by Sydney residents increased from around 800,000 in 1991 to 1.2 million in 2000.⁶
- ⌘ More people were riding to work in 2001 compared with 1996, and especially in the inner city areas of Sydney (2.5%).⁷
- ⌘ 29% of people with a driver's licence have cycled on the road in the last year.⁸
- ⌘ People riding a bike are exposed to 2 to 3 times less air pollution (volatile organic compounds) compared with people driving cars on the same road.⁹

Special Road Rules For Cyclists

- ▶ Cyclists are allowed to ride two abreast, no more than 1.5m apart.
- ▶ People riding a bike are allowed to take up a whole lane. (Riding in the gutter is dangerous and leaves no room for avoiding obstacles and invites being squeezed by cars!)
- ▶ Cycling on the footpath is permitted where indicated by signage, if the cyclist is under 12 years old, or if an adult is accompanying a younger cyclist.
- ▶ Bicycles are allowed to travel in bus lanes and transit lanes.

⁴Hillsdon M, Thorogood M, Anstiss T, Morris J. RCTs of physical activity promotion in free living populations: a review. *Journal of Epidemiology and Community Health* 1995; 49: 448-453.

⁵Sevick MA, Dunn AL, Morrow MS, Marcus BH, Chen GJ, Blair SN. Cost-effectiveness of lifestyle and structured exercise interventions in sedentary adults - results of project ACTIVE. *American Journal of Preventive Medicine* 2000; 19(1): 1-8.

⁶Transport Data Centre. *Cycling in Sydney- Bicycle ownership and use*. Transport Data Centre, RTA, 2003.

⁷Australian Bureau of Statistics. *Journey to Work data*. 2001 Census.

⁸Rissel C, Campbell F, Ashley B, Jackson L. Driver knowledge of road rules and attitudes towards cyclists. *Australian Journal of Primary Health* 2002; 8(2): 66-69.

⁹Taylor D, Fergusson M. The comparative pollution exposure of road users - a summary. *World Transport Policy and Practice* 1998; 4(2): 22-26.