



sydney

bike-it!

2nd edition

a back-street
guide for cyclists

6 x the map coverage

ride tips

listings & contacts

Bruce Ashley

CHAIN GANG PRESS

IN ASSOCIATION WITH BICYCLE NSW

2nd edition

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a back-street guide
for cyclists

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Chain Gang Press
in association with
Bicycle New South Wales
and Bicycle User Groups



dedicated to those
who seek the pleasure of the silent city glide...
keeping the senses alert to the world they are moving through

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*Bruce Ashley
(author & editor)*

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riding
is fun

look for updates on the Bike-it!™ website bike-it.com.au

How easy is riding?

Many potential cyclists are put off the idea of riding in Sydney because of the perceived hassle: where and how to ride, what clothes to wear, what gear to use. A lack of confidence about cycling in traffic, and uncertainty about where to ride, deter many. But we can easily walk out the door and down to the shops - because we have been doing this for years. Who wasn't a bit anxious the first time they got behind the wheel of a car? And yet this is now a dim memory as we drive on "auto pilot".

It's easy getting around by bike - it's how people got around Sydney in the middle of the last century. Cycling was a fairly straightforward affair: bicycles had no gears, no lycra was to be seen, and no cycleways were provided. The roads were as free of cars back then as you now see in the TV ads for the modern variety (sans traffic jams!). Even up until the 1960s cycling in Sydney was an important means of transport. This all happened because it was a relatively easy, cheap and uncomplicated way to get around...and the good news is that it still is!

The basics

Quite simply, for most short trips in the inner city to shops, school or work, any bike that works is going to be a satisfactory commute bike (although, much as Imelda Marcos collected shoes, I believe you can never have too many bikes).

The essentials can be summed up thus:

- like a pair of new shoes, your bike should feel comfortable to ride
- like your well-maintained car, it should be able to be stopped quickly under all conditions
- like your Harman Kardon turntable or your DVD, things need to go around smoothly

That said, my preferred bike set-up for utility cycling in the city is one where minor bumps are not a problem, you can ride comfortably with your fingers hovering on or near the brake levers, and you can change gears without taking your hands off the

handlebars. This suggests a mountain bike (MTB) or hybrid with wider tyres (preferably fitted with slick tyres or combination rather than knobbed). An upright style non-g geared bike with "sit up and beg" bars is also OK by me. There are hills in inner Sydney where gears will help, but there is always the opportunity to get off and walk!

About 40% of households in the inner city have a bike, so for many a bike purchase is unnecessary. But if you are in the market, bike shops will provide all the information - check out a few first. If buying a second hand bike the Trading Post tradingpost.com.au or eBay ebay.com are useful sources. If buying second-hand, check the frame carefully for correct size, rust or prangs. Reject any bike if the frame is cracked or has a bulge or ripple on the underside of the downtube where the tube meets the head - this indicates it's been in a crash.

...and some good gear

Additional equipment depends on your budget - and what you are using the bike for. At least some sort of panniers, front basket, or even just a milk crate strapped to a rack to put stuff in is a good start, as backpacks get sweaty underneath, and if you come off and land on your back...ouch!. Wet weather gear is important if you like cycling in the rain a lot - but you can also either put up with the occasional drenching, or invest in hi-tech plastic shopping bags to put a change of clothes in. As Sydney usually doesn't get too cold, my preferred wet weather gear is sandals, bike knicks, waterproof top and jumper underneath, with a change of warm pants, socks and shoes waiting at my destination or in the panniers.

If you are going to be doing a lot of commuting in all conditions then good cycling gear should include:

- a 6V (min 5W) halogen or high-intensity LED front lighting system powered by rechargeable batteries or dynamo (high efficiency, low drag) and a high-quality LED red flashing unit for the rear
- strong alloy rear rack, and dual rear panniers (with a secure fixing system)

→ stop talking - start

- a loud air horn (such as the pump-up Air Zound)
- a high-quality, recent model "D" lock (mounted snugly inside the frame)
- a good quality high pressure pump, spare tube and puncture repair kit
- and perhaps a second scungy-looking bike to lock up at the station.

Pedals

Many will have seen the bike couriers and racer types defying gravity and doing a "track stand" at the lights, their feet securely locked into SPD/Look/Time clip-in pedals. Well and good if you have the skill to do it, but be warned, sooner or later you'll have a fall. Many have suffered the seemingly innocuous stationary fall when they forgot they were locked-in or were blocked in traffic and did not have time to exit safely, and have broken collar bones, hips, elbows, etc. Although they give greater efficiency in touring and racing, from personal experience these pedals are a high-risk strategy for stop-start city riding, especially for the casual rider. A far better approach is to use the strapless plastic "half" toe clips which you can buy at most bike shops for around \$10-15 and retro-fit to most standard pedal cages. In tandem with a good pair of cycling shoes (without the cleat!) they provide good support for your feet, especially stopping them sliding forward in wet weather, and allow lifting your leg to provide propulsion as well as pushing down. Also, as they are a fairly low profile design, you can ride off from a standing start with your feet on the other side of the pedal, then flip them around once you get going.

First timers

So you haven't ridden a bike before? Don't worry, there are over 20 million Australians who have had that problem at some point in their lives. Forget Dad's technique of holding the back of the bike while you wobble downhill, or the use of trainer wheels. The best technique for the raw beginner, I believe, is the one advocated by Trudy Bell and presented in *Bicycling with Children* (see p.32 for details).



It's a matter of B.B.P - **B**reaks, **B**alance, and **P**edalling - as follows:

- **Brakes** - learning how to stop is much more important than learning how to go at this early stage. Lower the seat so that both feet are flat on the ground, and remove the pedals (unless of course it's a back-pedal brake bike - and remember the LH pedal unscrews in a clockwise direction). Learn or be shown where the brakes are and how to use them - test them out on a smooth and gently sloping pathway (not grass).
- **Balance** - once braking is mastered, gradually raise the seat while successive trips down the pathway are made, to master gradually the relationship between balance and steering
- **Pedalling** - put the pedals back on and do a bit of pedalling around on level ground. Over time the seat can be raised to the correct position (where the leg is almost straight when the pedal is at its lowest point)

hurrah...now you are ready to roll!!

1 Are you ready for it??

So you want to start riding in the city? Maybe you haven't yet got to the stage where you (and maybe your partner or family as well) are aware that you'd want to do less of the car driving and more of the bike riding. For some there is a leap into the unknown brought about by circumstance: losing your licence (now where did I put that thing?), as a result of injury or impairment, or because of the car imploding in the middle of a traffic jam. For many though it's the realisation that driving everywhere just doesn't give you the 30mins of daily exercise that your body needs, trips can be quicker and more convenient if you leave the car at home, and that with the ever rising cost of fuel, riding is going to save you a bucket load of money.

What you need is a trigger that turns the daily habit of jumping into the car and doing your solo short trip, into the daily habit of a relaxing 20 minute bike ride that leaves you feeling refreshed and alert at your destination.

Well I suppose buying (or being given as a pressie) a copy of this book can be considered a "trigger", but here's a selection of absolutely possible visions that can spur you into making the shift from mainly car to mainly bike:

- the house is getting way too cluttered, but the car is now sold and - hey presto - you have stacks of extra storage space in the now-empty garage
- just like the ad, you happen to be riding past a fuel bank (as they will be called in 15 years time as the price has reached \$20 per litre) and your child asks "Mum, what is petrol?"
- you have reached your 70s and it has been a long while since you needed to visit your doctor. Your blood pressure is that of a 50-y.o. and flights of steps hardly cause a ripple on the cardiograph
- you are pedalling in a leisurely fashion along your local shopping main street

plaza (the street now closed to noisy traffic), stopping now and again to talk to friends and strangers, then leaning the bike against a wall to sit down at your favourite café.

Once the idea has formed and grown, you'll need to gather some resources and information to achieve the transition. I guess buying a bike is maybe the first step. The Cycling Promotion Fund cyclingpromotion.com produces a pamphlet with such a title, and Bicycle NSW bicyclensw.org.au have a *Secrets from the Sales Floor* buying advice sheet. But it may be that you can dust off the one stored in the garage? If you can't find the info you are after in this book, I'm sure you'll be able to find some colleagues, friends or bike shop peoples to help you out.

Travel choice is the key. Choose your mode of travel to suit the day - this could be public transport, taxi, hire car, walk, bike ride, blading, or a combination of travel modes.

2 Getting started

For some, going "cold turkey" by selling the Commodore is the only way to reduce the car trips. But for most the painless way is to experience a few short trips on a Sunday morning with some friends, family or work mates to start with, then extending the distance and increasing the frequency. Later, start to include some weekday trips. If you have children and want to get them to start riding to school, go with them on a familiarisation trip on a weekend, then ride with them until they (and you!) are comfortable with the trip on their own. It's a good idea to get your bike and gear organised so that things go smoothly. A bike check at your local bike shop (see bike shop listings p.30) should ensure the first few rides are trouble-free. Maybe the week before you ride to work, sort out things so that you'll have somewhere to store the bike gear at your destination. If you are unsure about tackling the traffic on your own, there is now the bike bus option. This is where a number of cyclists ride as a

to mainly bike

bunch (the “bus”), with a leader (or “driver”) and riders joining or leaving the bus along the set route when it suits. For instance MASSBUG have a bike bus operating from Marrickville/Newtown to the City (see massbug.org.au) and Strathfield BUG have one from Homebush to the City (see burstbug.org). If you haven't got a friend or work colleague to ride with, your local bike group (see p.38 for BUG listings) may have a “bike buddy” you can ride with. A few organisations run bike proficiency courses. The Health Promotion Unit web site at sswahs.nsw.gov.au is likely to list what is available. Bike North (bikenorth.org.au) have also recently commenced bike training courses.

3 Maintain your rage!

Just as Gough would have appreciated 30 years on, you have to “maintain your rage and your enthusiasm...”¹ - in your case, by expanding the biking experience and sorting out your day-to-day life so that bike riding can be the main form of transport. This can be helped by:

- shopping locally and often, buying smaller amounts of fresh foods rather than car-boot loads of groceries once a month
- selling the car to fund bike gear and public transport fares. If you need a car for a particular journey to make trips with your friends you could hire one, or join a car share service such as GoGet goget.com.au. GoGet car locations are shown on maps by the 
- finding out about holidays where you can take the bike or hire one at your destination. See Bikes and Public Transport p.14
- getting involved with your local school in helping ride to school groups, and with your local bike group for social rides and improving local cycling conditions (see p.38)
- joining Bicycle NSW, and going on one of their week-long “big rides” to really get



in 3
easy
steps

to know how much fun you can have on a 600km long mobile cycling festival!

- at work, getting involved in improving “end of trip” facilities. See the RTA ride to work brochures at rta.nsw.gov.au > traffic information > bicycles > cycle to work brochures
- enrolling your children in schools, sports and activities closer to home so they are within biking distance. They'll stay fitter, it'll give them some independence, and they'll get to know more local children
- organising the house so that it's easier to get in and out with your bike, and so that gear is stored where you won't trip on it, but it's easy to get to
- gradually building up your list of favourite bike shops, cafes, and other destinations

There you are, you're now a seven-day-a-week rider!

¹ Gough Whitlam, Parliament House steps Canberra, 11th Nov. 1975

Once you've been to the shops a few times and found how easy it is you can start to venture further afield. Don't be rushed or hurried. Through regular commuting you will gain the confidence to start riding with the traffic stream and being part of it. Some tips for riding in traffic gained over the years, and from listening to regular commuting cyclists, are given below.

Route selection

So you are ready to start cycling? Many potential cyclists in the inner city are put off cycling because of the traffic - which they experience on congested arteries such as Parramatta Rd, Victoria Rd and Cleveland St. But it is possible to "filter" through the city along quiet back streets without really having to confront heavy traffic. This is where Bike-it!TM can help with selecting a "low-stress" route. Refer to the map section starting on p.42. Choose a specific cross-town route for the longer journeys, or the low-stress streets for short trips within your neighbourhood. You'll soon get used to the various routes and modes of travel open to you - especially if you do a bit of experimenting and combine the trip with public transport so you can extend your distance, avoid bad weather, or increase the "relax" value. Choosing a route depends on factors such as:

- hills which slow you to about one-third of your speed on more level ground. You often don't pick up much time downhill because of lights or stop signs. Avoid unnecessary climbs where possible, especially if carrying a load. Detours on more level ground can be as much as 50% longer yet still be quicker (although your ability to tackle hills will improve as you gain fitness). Use a topographic map to see where the hills are - or refer to the hill symbols on the Bike-it!TM detailed maps
- traffic - look for back streets which cross main roads at traffic lights and/or have a street closure, plus off-road paths, laneways or trails.

- If you have to use a busy section of road (e.g. at a T-junction) to get to another quiet street and there are no lights, choose a route which lets you do a RH turn into the busy street then a LH turn into the quiet street, as this avoids doing a RH turn from the middle of a busy road with traffic coming from behind. Avoid roads with speeds signposted at 70kph or greater if there are no marked bike lanes
- destination(s) - pick routes which serve as many destinations as possible, and can be used for multi-purpose trips
- weather - if it's hot think about riding a tree-lined street and avoiding the baked tarmac. If it's really windy look for a route which has some shelter or protection on the windward side of the pathway or street. A headwind going uphill is a double whammy!

Choose a low-stress route to start with, and pretty soon you'll have the confidence to start exploring and discovering those great shortcuts. You could check out a new route early on a Sunday morning accompanied by an experienced cyclist (see the BUG contacts on page 38).

Low stress riding

Enjoyment of your riding is almost as important as arriving. There is a temptation to emulate the hectic pace of the car commute. But on a bike you can maintain a reasonably good momentum through any traffic that you do strike, and there isn't the same imperative to speed between the lights. This not only reduces the stress of the journey, but improves your safety as you have more time to judge crossings and complex traffic situations. Even the need for a shower at arrival is reduced as a leisurely ride keeps down the sweat factor. It helps to know where you are going - so plan ahead. Relaxing and enjoying the ride, and choosing a back-street route, may help to avoid instances of road rage, or "driving-related impulsive violence between strangers"². Increasingly the stress of busy lives and traffic congestion create an environment where conflict between road users can quickly

escalate. The conflict can also be between cyclists, or between pedestrians and cyclists. You'll have to restrain or redirect any anger that results from other road users threatening your safety. Remember to: take a few deep breaths and size up the situation; be aware of what the traffic is doing around you; not react to threats or insults - the antagonist may just assume you didn't hear or understand; look for an escape route (such as footpath or standing traffic) and note number plates and any witnesses.

Staying upright

About 80% of all bike crashes don't involve anyone else - that sort of suggests operator error! And for the reasons mentioned above, if you do happen to fall it's best not to have clip-in pedals. Watch out for wet and shiny roads or gravel over hard surfaces. Look ahead for this and don't brake too hard or turn too sharply. Skidding on tram tracks, garden hoses or pathway edges running diagonally to your direction of travel is another common way of coming down. Anticipate these and turn across them as perpendicularly as possible. If the edges are rough and/or there is debris on the road, travel slightly further from the road edge, so that you still have some room to swerve inside an obstacle rather than out into the traffic.

Swoopers and woofers

- if a dog is chasing you get off your bike and put the bike between you and it, give it a squirt if you have a water bottle, or a blast with your super loud air horn. Above all watch out for traffic and where you are riding. Fido is unlikely to go much further than its own territory
- in a similar fashion, try to keep an eye on the traffic and where you are heading if being swooped by a magpie, butcher bird or noisy miner during the nesting season. Pull your head in, lift your shoulders and let the helmet cop any attack. It's also a good reason why you wear sunglasses or other eye protection when riding! Forget the

tales about eyes on the back of helmets and other fancy deterrents. A persistent and aggressive maggie will divebomb any bike rider in sight. In some places the location of a persistently swooping maggie is shown on a local council or government agency web site.

Avoiding heavy metal

- stay wide of parked cars so to miss any opening car doors - see next page.
- encourage good behaviour from drivers by waving or signalling when they have respected your rights or have done you a favour in traffic
- be predictable and clear when changing direction, changing lanes or indicating a turn
- be visible at all times (and this does not just mean wearing bright clothing). Ride out from the kerb - don't coast alongside cars in their blind spot, or crawl along the side of parked cars. Travel a straight course through intersections
- drivers will most often give you a wider berth when they overtake if you ride with a deliberate wobble (like a novice rider) rather than dead straight like a pro-cyclist
- constantly scan ahead, to the side and to the rear to know what the traffic is doing around you. Don't wear headphones or listen to music as you ride - your hearing is as important as sight in picking up what the traffic is doing around you. Be aware that the noise of a car passing you can mask the sound of another car following behind it
- anticipate the route ahead - gradually merge with traffic to avoid an obstruction rather than swerving into the path of a following vehicle
- changing lanes is a matter of a signal then response: scan behind (which gives a cue to following drivers), give a clear hand signal, wait for a response from the vehicle - then change. watch the vehicle - not just the driver

² Victorian Drugs and Crime Prevention Committee Discussion Paper, 2004



Riding through intersections

- when crossing busy roads look three times: when approaching, when deciding/setting off, and again when crossing
- don't run traffic lights on the amber-to-red phase, as the phasing for large intersections usually does not cater for the slower crossing speed of a cyclist - you could get munched in the middle!
- avoid riding in clearways (marked with a yellow line next to the kerb) in the peak direction. Cars travel faster at these times because there are no cars parked
- avoid the higher speed multi-lane roundabouts if you can, but if you do have to get through one, command a lane, watch for "undertakers", ride assertively, and don't be afraid to put up a hand signal to get drivers to slow or stop to let you through
- if turning right at a roundabout be particularly careful of drivers going straight through. Even though you are signalling right, they often do not respond accordingly and give way to you. Maybe practice slowing using your back brake, signalling Right and turning at the same time!
- if you want to command a lane stay relatively in the same position (but a slight wobble is OK). Even moving slightly left will give a signal to drivers behind that you have relinquished your position
- if you are coasting downhill to an intersection, change down to a lower gear prior to arrival, in anticipation of your speedy acceleration to cross the intersection, or to climb uphill again

Parked cars & riding the street

Don't get "doored" - try to ride at least one metre (and ideally more than 1.2m) out from any parked car or van. In many cases this means riding about where the white painted edgeline is (on 12.8m wide roads with shared bicycle/car parking shoulder), or commanding the adjoining lane to get around the wide-bodied 4WD behemoths. Assume that EVERY parked car contains an occupant just waiting to open a door on you. Do not (as often recommended by other cycling writers in the past) play Russian Roulette by guessing whether someone is in the car. You just can't get it right 100% of the time - and going less than 100% is not worth the risk. Follow the motto "if it's the door zone then it's not a bike lane". Besides, once you have got into the habit of not going anywhere near the door zone, it's one thing less thing you have to worry about distracting your attention from other moving objects and beings beside and behind you. Anticipate squeeze points such as roundabouts, chicanes and narrow spots. Look behind, signal, then command the lane when safe to do so.

Watch out for those more vulnerable

Both for your and their safety, you have to watch out for and respect the more vulnerable road and pathway users such as pedestrians, young riders and wheelchair users. Remember that pedestrians are usually listening for cars - hence the reason that so many dart out across your path without a sideways glance. If it happens, a quick shout is often more effective for the errant pedestrian than a bell - better still a compressed air horn with the button positioned so that you don't have to take your hands off the brakes or handlebars. On pathways, a quick/soft toot on the airhorn 30m away from pedestrians alerts them to your approach and gives them time to organise their response.

A cyclist wearing a red helmet and a white shirt is riding a bicycle on a bridge. The bridge has a concrete structure and several cables. In the background, a city skyline with various buildings is visible under a clear blue sky. An orange dashed arrow points from the top left towards the text box.

The Bicycle NSW top 10 tips:

* The best way to motivate yourself to go for a ride is to go for a ride.

* Wear sunglasses, even if it's not sunny. There's nothing worse or more dangerous than getting a bug or a flick of mud in your eye when you're in traffic or going downhill fast.

* The cheapest form of suspension is tyre pressure. On rough roads, let out some air. On the smooth stuff, pump 'em up and enjoy the ride!

* You will be able to cycle much further if you use easy gears and turn your legs at 70–90rpm.

* Never trust a taxi!

* It's all about the journey – don't think like a car driver, take the most interesting route.

* Would you spend \$1000 on a suit that was the wrong size just because you liked the colour?
Buy a bike that fits!

* If you're really serious about cycling as everyday transport, buy the best rainjacket you can find.

* Remember, momentum is your friend

* Have fun - ride to smile

from BNSW Member's Handbook, 2004

The searing hot winds and burning sun in Sydney this week reminded me of Canberra in the grip of a late '60s drought. Another bloody hot and dry summer! It was great to walk the streets at night because it was too scorching in daylight. Now if I'd cycled instead...

Lots do apparently, but few are seen and even fewer are noticed. Data on night cycling is scant: who wants to pay someone with a notebook recording cyclists well past bedtime? But late at night in the metro areas there will be shift workers pedalling to and from the nightly grind, party animals freewheeling partywards for a night of dance and riding home to a sun-drenched morning, and velo cops on the beat.

Lights and bikes

Unless you have developed owl-like vision, lighting is going to be required – either provided by moi, or relying on the caressing glow of the sodium vapour street lights. (although moonlighting is a joy where light pollution does not cast its glow). So I have always wondered what period in the evolution of vehicles, where bicycles for sale lost their lights and cars gained theirs? Most probably in Cretinaceous period of the post war car-boomers, say after about 1956. A common complaint from almost everyone except those who love their bikes (as in LUV their bikes not LERVE their bikes), is that cyclists don't have lights at night. Overwhelmingly it is the case that in the urban jungle cyclists are seen by motorists due to street lighting. Or why else would they be raising the issue? But of course a unlit cyclist is a "law breaker" so motorists feel its OK to have a go. I ask, can you buy a car without headlights? No...could you imagine "day-time only" cars? Although if there was it could come with a patronising sticker across the bonnet normally seen on the top tube: "It is dangerous to drive this equipment at night without proper lights being fitted. Toyota accepts no responsibility for misuse of this recreational vehicle" Oh what a feeling that would be. Can you buy a bike with lights

integral with the frame? Same answer: NO. So you end up having to go the extra yards and add lights and accessories as necessary, remember to charge the battery, adjust the generator so that its rubs....da de dah.

But if you add the lights, and dare to risk, a wonderful world of cycling awaits you! When was the last time you went for a ride in the city at night? I mean not because you HAD to, but because you felt like it? Probably not often, as there are lots of really scary things happening out there...flying foxes out to dine, rats after slim pickings left by the lunchtime crowds and seagulls, and of course all those pissed drivers blearily doodling home. Well you can do without the last one, but the others are pretty cool. The night riding experience can be a buzz.

The joys of dark riding

So picture the balmy summer evening: open neck shirt flapping in the breeze - and no one can see you! Or you can do the tarmac equivalent of skinny dipping, and ride naked. There are the occasional nights when you can glide through the city, dodging the moon shadows. But mainly it's the quietness that is both relaxing and captivating. View the calm waters of the harbour or river...reflecting what lights there are. A sense of cosiness you get when riding along surrounded by darkness. Cruise quiet streets, especially in Sydney after eleven bells when the screaming jets have squirted the last of excess avgas over the inner city. Oh yes, another thing is the wind has dropped. So its not that often you get to glide around the city in the quietness, being able to hear the rubber whirring away, spokes pinging if you are on your racer with the singles at 140.

Beat the heat and glare!

A big issue for Australia is beating the lazy summer heat by riding sunless but not soulless. It's bad enough in the southern states where y'all think it's hot at 25 at night. Spare a thought for the Top End cyclist...you never know, a Darwinian (r)evolution of sorts

may be happening at night! Riding at night in the sticky state is often a necessity.

Another thing, it's not as bright. Just like me I suppose...but if you suffer glare headaches like I do, you will appreciate not having to don the welding grade sunnies to travel the newly laid Omo-white concrete cycleway. Gee you can buy jeans prewashed, how about they make pre-weathered cycleways? After all its Australia, not some dreary grey northern hemisphere place. How inconsiderate! At night all it takes is a few minutes for the iris to do its job and open wide to the twinkling panorama. But then to stop down in an instant when the crazy driver puts the lights on spotlight mode to determine just what is that bipedal insect rolling along the road. Or when you pass the dazzlingly lit RSL carpark at an intensity to read a 6-point paperback. Marvel at the cycladellic lighting when riding in a large chaotic mass of cyclists with tail lights a'blink. Just every so often the haphazard pace of the myriad blinking LEDs combines for a millisecond of darkness!

Sit back and enjoy the stars

One of the classic icons of post war suburbia was the drive-in. Australia had over 200 of them open at one stage, yet only one in ten are left. It would be nice to report that the decline was due to take up in cycling, but no. Veging out in front of the VCR and AV Jennings' profit motive saw their demise. But all is not lost...if you are after the ultimate night time cycling experience, and you LUV your recumbent, you could get a group together and head down for a movie at your local drive-in! Yes I know they are few and far between - about 4 or 5 in each state, either on the urban fringe or in regional centres. There is the Bass Hill in Sydney, three to choose from in Melbourne (such as the Lunar at Dandenong which reopened recently), and the Dromana 3 screen at Mornington. For Queensland laid back

cyclists there is the Beenleigh, with special feature for Ford V8 motor racing fans being the Dick Johnson Racing workshops right next door! In WA why not cruise down the coast to the Margaret River Drive-in? Here's a tip: go on a tandem recumbent and save! Remember to take your FM stereo, as most only have FM radio sound. You never know, if enough of you go, there could be a post X-gen "Ride-ins" revolution! Although this will really test the assertion by the nutters that recumbents are comfortable over the long stretch.

What to wear

For riding in metro areas at night there are two issues: seeing and being seen. Your lights should be visible from at least 200m, so if you can't get a reflection from a reflective sign 200m away then your lights aren't up to it. And what to wear? Two items are handy: clear lenses to stop the bugs, and a helmet visor to shield the high beam maniacs. The other gear has been written up in just about every other cycling publication and road safety pamphlet I can think of so I'll leave you to it!

Free bike lights for all!

This article first appeared in the Velo-Metro column in Australian Cyclist, January 2003.

You can view archived articles from Cyclist at

australiancyclist.com.au

Travel those extra km with great ease and safety by combining cycling and public transport!

See the box below for some contacts to start with. Unfortunately there is no longer a hard copy public transport map or overview publication like the *Sydney Public Transport Map* published in 1999. The closest you'll get nowadays is a series of linked web sites with info for each of the public transport modes. However, many local councils and health promotion agencies are producing active transport maps which cover public transport, cycling and walking. See p.33 for more details.

Transport Infoline **131 500**
for Sydney Buses, Sydney Ferries
and CityRail trains, or cityrail.info
or **TTY 1800 637 500**

Timetable finder 131500.com.au

Metro Light Rail **8584 5288**
(Central to Lilyfield)

Airlines

Qantas **131 313** or qantas.com.au
Virgin Blue **136 789** or virginblue.com.au
Virgin Pacific **131 645**
Jetstar **131 538** or jetstar.com.au

Bus info

Australian Public Transport websites at
busaustralia.com/links.htm
Sydney Buses **131 500**
Greyhound coaches **13 14 99**
Murrays coaches **13 22 51**
The Sydney Coach Terminal is located at Central
railway (*Map 29 CE*) **9281 9366**

Trains and access

CityRail trains

Bikes can be taken free on all off-peak CityRail services! However, if part or all of your journey is made between 6am and

9am or between 3.30pm and 6.30pm on weekdays you must purchase a child ticket for the bicycle as well as a ticket for yourself. You can buy weekly discount tickets for your bike.

In peak hours it's best to go towards either end of the train rather than the middle section, and on the older trains avoid the end of the carriage which includes the guard's compartment. If the train is not crowded and you want to sit down you can hook the bike seat into the central hanging support in the vestibule area, or sit with your bike in the single deck area next to the doors.

Bikes can also be carried free during off-peak periods on CityRail inter urban airconditioned services (e.g. to Lithgow, Wollongong, Newcastle) from Sydney Terminal. They have a varied layout, but if you are lucky you may find one of the limited number of bike hooks at the end of the carriage, where the next carriage has a toilet (indicated by the smaller white frosted window). [I'bout time there were some logos on the outside of the carriage to let people know where the bike hooks are!] Otherwise you have to find a space in the entry/single deck area. Take some bungy cord with you just in case you have to string the bike up. If you need to secure your bike and you don't have a bungy cord you could use your spare inner tube.

MTBs fit best on the hooks with the wheels in the corner rather than the slot (handlebars don't get in the way of the door at the end of the carriage). If you have panniers it's best to take them to your seat. Make sure you have a full water bottle with you, especially on the way home from a hard ride, as there is no guarantee of drinking water being available on these trains.


The two-car Endeavour trains which operate to Nowra, Dungog, Scone, and the Southern Highlands have one bike storage closet (for 2 bikes) per train. Restrictions on the number of bikes per train are up to the guard's discretion.

As a bike is regarded as an item of luggage, it is your legal responsibility to look after your bike and to watch out for its potential impact on other passengers (and their luggage) and CityRail staff and property. Smoking is prohibited on all CityRail trains and platforms.

For further info contact CityRail on 131 500 or the station listed in the White Pages telstra.com.au

Station access

Access to CityRail stations varies, so plan in advance. See cityrail.info and go to "Station Facilities", which details station access. At stations with ticket barriers, go through the wider barriers, or the gate located to the side of the barriers - it can be opened by an attendant.

CityRail stations with lifts/ramped access (and generally OK for wheelchairs) are shown in the detailed maps thus: 

The stations are:

Airport Line - lifts and escalators from street level to platforms at all stations (Green Square, Mascot, Domestic & Intl. Terminals & Wollie Creek)

Ashfield - lifts, and stairs to both platforms

Bondi Junction - ramp from Grafton St (near car park exit) to concourse, escalators and lift from mall level to concourse, lifts & escalator from concourse to platforms

Central (CityRail) - street access from Eddy Av then lifts to all platforms from station concourse. Escalators down to Eastern Suburbs line

Circular Quay - lifts, stairs and escalators to both platforms

Edgecliff - entrance to concourse from New South Head Rd or New Mclean St, escalators to platforms

Kings Cross - escalator from Darlinghurst Rd entrance to concourse, lifts & escalator to platforms

Martin Place - street access to concourse from MLC centre and arcade (Martin Pl.), escalator from concourse down to platforms


Milsons Point - lifts to platform from arcade accessed from Alfred St or Broughton St

Town Hall - street level access to concourse from Town Hall Arcade (cnr Bathurst/Kent sts) and from Coopers & Lybrand building (cnr Bathurst/George St). Lift from street level to concourse is on east side of George St next to bus stop. Lifts to all platforms from station concourse.

Summer Hill - lift from Grosvenor Cr and ramp from Carlton Cr to subway concourse. Lifts to both platforms

Sydney Terminal (country trains) - street level access from Lee St, or ramp from cnr Pitt and Hay sts

Wynyard - street access to concourse from George St arcades, escalator access from Margaret St.

CityRail stations with stair access only are shown in the maps as: 

These are:

Bardwell Park - down to platforms

Bexley North - down to platforms

Burwood - up to platforms

Erskineville - down to platforms

Lewisham - down, then up

Macdonaldtown - up to platforms

Museum - down to platforms

Newtown - down to platforms

North Sydney - down to platforms

Petersham - down to platforms

Redfern - down (escalator to E-Subs line)

St James - down to platforms

St Peters - down to platforms

Stanmore - up (citybound)

Sydenham - down to platforms

Tempe - up, then down

Turrella - down to platforms

Countrylink trains

CountryLink operate the regional and interstate booked seating train services, and road coach connections. On the Explorer service to Canberra, or XPT services to Brisbane, Armidale, Moree, Dubbo, Broken Hill, Griffith and Melbourne, you must book your bike with the ticket. They only accept a total of 3 booked bikes, surfboards or snowboards PER TRAIN (e.g. two bikes/one surfboard). They are carried at a charge of \$12.00 (inc. GST) each way. You must turn up at the station an hour prior to departure and disassemble the bike and put in the box yourself (weight limit 20kg). All Countrylink stations will supply a box (usually a pre-used bike shop one), but best to call a few days before to ensure they'll have one, especially if travelling from a small station. Some bike shops will give you a box for free, which means you can get to the station a bit later as you've organised things yourselves! The situation re charges and booking for fold-up bikes (e.g. Birdy/Dahon) collapsed down to the minimum and bagged is still up in the air, so to speak. Officially they are still classed as "bikes" and not luggage (see Advocacy p.36). If you can get away with it disguised as your favourite swag, then bring it into the carriage as your luggage. [On the way to the 2001 Great Vic Ride, I got round the 3 bike limit by shoe-horning my MTB into a boogie board bag so as to look like luggage. It was a tight fit, so not even space for a spliff, let alone 4kg of the stuff!]

Countrylink's liability for damage or loss of goods is up to a maximum of \$300 so additional insurance may be required if you're taking the carbon number.

If you are travelling out of Sydney to other parts of NSW and you can't get your bike on a passenger service, then you will have to send it by courier or post.

For the connecting Countrylink road coaches, you must also book the bike ahead with your ticket, and box it as per the trains. Officially, there is a one bike limit per coach, but it is not unusual for other bikes to be

taken as well, so there may be room for flexibility from the driver.

For Countrylink (reservations) call **13 2232** 6.30am-10pm or see countrylink.info.

Light rail

The Metro Light Rail (or the "tram" as they were once known) leaves from the Eddy Av concourse at Central Station (*Map 29 CE*) at 10-15 minute intervals 6am to midnight, and every 30 min midnight to 6am. It travels via Haymarket to Darling Harbour and Pyrmont, and then leisurely and smoothly onwards to Lilyfield. Bikes are carried free, but it can be crowded at peak times.

Watch out for the tracks on Hay Street (*Map 29 CE*) which can catch your wheels, or cause you to skid when they are wet. All of the light rail stops have a level crossing at one or both ends which can be crossed by bike or wheelchair (no busted backs carrying up stairs). There is also a TramLink ticket which is a combined CityRail and Metro Light Rail ticket for travel on both systems. Tramlink tickets can be purchased at any CityRail station. For more info see metromonorail.com.au

Ferries

Taking your bike on a ferry is relatively straightforward, and pleasant to boot. Call **131 500** for ferry route and timetable info. Just to confuse things, unlike the trains which have a weekday and weekend/public holiday timetable, Sydney Ferries (and for that matter the buses as well) have a "Sunday" timetable separate from the "Saturday and public holiday" one. Bikes are carried free on all Sydney Ferries providing there is room on board - first in, first carried. There is a guideline of a maximum 6 bikes per ferry but this depends on how crowded it is, so follow the instructions of ferry staff. During peak hours on the inner harbour routes or on a fine weekend on the Taronga Zoo/Manly run, room may be at a premium.

Secure bicycle lockers have been installed at Abbotsford (*Map 10 SW*), Cabarita (*9 SE*), and Manly (*8 SE*) wharves.

For rental enquiries contact Bicycle NSW on **9218 5400**.

See sydneyferries.info for timetables, call **9207 3101** for lost property.

Buses & coaches


Don't even think about putting your bike onboard one of the Sydney metro buses! (Unless of course it's a fold-up bike). There are currently no bike lockers at inner Sydney bus interchanges - so encourage the Ministry of Transport to install them, at locations such as Railway Square or Kingsford (see p.40 for the relevant contact info).

Nothing much has changed since the 1st edition re bikes on long-distance coaches, except the cost and hassle have increased and the service decreased. Firefly (Sydney, Melbourne, Adelaide), charge a flat \$30 per bike, do not require it to be boxed, but require removal of the front wheel & pedals, apparently so they can manoeuvre it more easily (bike riders tend to leave the front wheel on for the same reason!). McCafferty's Greyhound (& Pioneer, all cities and many towns) charge \$49 for an assembled bike and \$25 for disassembled (handlebars turned, pedals removed, no box required). Call **13 14 99** or greyhound.com.au for bookings. Murrays (Sydney to Canberra, Canberra to Wollongong, Sth Coast & the Snow) is the cheapest at \$18.70 (inc. GST) per bike but require it to be boxed. Call **13 22 51** or online booking at murrays.com.au

As per trains, policies on fold-up bikes vary, are ambiguous, or they don't know what their policy is. Although coach operators recommend that you tell them in advance if you wish to take a bike, I wouldn't bother if the fold-up in its bag looks like a suitcase or softpack.

Bicycle storage at transport interchanges

You are not allowed to leave your bike (or any other stuff) on any inner city rail platforms or concourse areas, and very few have highly visible/monitored racks to secure your bike to outside stations.

Secure bike lockers are now available at 30 CityRail stations across Sydney and in Newcastle and Wollongong but apart from Bondi Junction (*Map 31 SW*) and Rockdale (*Map 42 SW*), none in the area of Bike-it!™ detailed map coverage. (Look for the  symbol). They have also been installed at some ferry terminals (refer above) and bus interchanges. Bicycle NSW manages the bike locker program and details on locker location and how to rent one are shown on their web site at bicyclensw.org.au (go to "bike lockers"). Call the bike locker co-ordinator on **9218 5400** to arrange a locker. Rental of a locker costs about \$50 for three months.

Trackwork

Remember to check if there is any trackwork planned for the rail system (see cityrail.info), as the buses that replace trains during trackwork are not supposed to carry bikes (although this may be possible if it is a coach, or it is not crowded on the bus). If you do get stuck, wait till the other passengers have got on then ask nicely if you can put your bike on board.

Plane travel

You can take your bike on most domestic and international flights ex Mascot (Sydney Domestic (*Map 44 NW*) or International Terminal (*Map 43 CE*). However, the security climate has changed somewhat since the first edition of Bike-it!™ in July 2001. This means any metal bike bits (such as multi-tool, pump, bike lock, pedals) and even other deadly items like tent pegs (serious!), will be confiscated at the security gate. So best to ask at check-in what needs to be booked luggage and what is OK to take in the cabin. The other “no-no” at terminals these days (apart from wearing your favourite but dated lycra) is leaving your bike, panniers or luggage unattended. Organise your gear so that the whole lot can be carried just by you in one go, without have to ferry items back and forwards.

Mostly there is no additional charge for the bike but now all airlines will require you to box your bike. The ones you buy at the terminal (around \$16) are larger than the free ones you can find at bike shops (which are designed for minimum size necessary) and can easily fit most bikes. So don't leave it until the taxi is beeping, or you are at the check-in to realise that you're not going to be able to cram your large frame MTB into a kiddies size bike box!

It's best to ring airline the day before to confirm bike luggage arrangements, especially for the smaller regional services which may not have room for a bike, or only accept on a “where space available” basis. The tricky part is keeping your bike and your luggage under the weight allowance. Unless you're taking just the bike and a small daypack you're not going to get it all in for under 20kg. Typically the bike will be 11-13kg (plus 3kg for the box), and your luggage for a week away about 15kg. The magic figure is to stay under 30kg. If you are over the allowance, options are: ditch some gear, post something home or to the destination (costly if it's heavy), share the weight around your travelling- light companions, take it as hand

luggage (beware security restrictions), or consume it if its edible or drinkable!

Qantas International:

for US destinations allowance is 2 pieces (up to 32kg each), excess charged per piece (e.g. Syd to LA \$120). Trips to all other places allow 20kg and excess is charged per kg (e.g. Syd to London \$40 per kg). Boxes are \$16.50 (call ahead to make sure they have one for you).

Qantas Domestic: Allowance is 32kg, excess charged at \$11 per piece (a piece is up to 32kg). Boxes from the terminal for \$16.50.

Jetstar: Allowance is 20kg, excess is charged at \$5 per kg. Boxes available at Check-in for \$15.

Virgin Atlantic: 20kg allowance, excess per kg (e.g. Syd-London \$62 per kg). Virgin Atlantic do not supply boxes at the airport.

Virgin Blue: 20kg allowance. Your bike is only considered as 5kg of this allowance, no matter how heavy it is! Excess baggage is charged as follows: 1-10kg=\$10, 11-15kg=\$20, 16-20=\$50. Go to the 'Oversized' counter where they always have boxes ready, they cost \$15 each.

Pacific Blue: 20kg allowance.

Excess is charged as for Virgin Blue (above), but note that for Pacific Blue the total weight of your bike is considered part of the 20kg amount. Boxes available.

Boxing your bike

Mostly on airlines, coaches and booked seating trains these days you'll need to pack your bike in a cardboard box. The steps are can be straightforward or as complicated as you'd like to make it depending on how precious your cargo is and the amplexness of the box.

For plane travel they will want you to let out air from the tyres (just in case there is depressurisation), but don't let them completely flat. Leave some shape in

them (say 15 psi/100Kpa) to protect the rim and tubes. To fit in the box you'll need to remove (at least) the front wheel, pedals (remembering the LH pedal screws out clockwise), turn the bars along the frame and drop the seat.

Things to watch out for

Empty the water bottles as the box will be turned every which way, and wet cardboard = soft box. Put some extra cardboard packing under the front forks and under the chainwheel so the teeth don't poke through. If you're a bit particular, remove the derailleur from the frame (but leave the cable in place), and remove the quick release skewers from the wheels. Use good quality packing tape - either clear or brown, but not the cheap yellow/mustard coloured stuff you get in the \$2 shops as the sticky comes away from the backing on removal.

Giving your bike the "big wrap"

Packing in a box can be more hassle than it's worth: finding or buying the box, getting it to fit into the box and taping it up, ordering a station wagon taxi so there is enough room, lugging it around and disposing of the box at the airport or destination. I have found that in most cases it's no better in terms of damage than being wrapped in a large plastic bag (like mattresses come in), plastic table cloth, or if luxury and weight permit, a purpose-built bike bag. The reason: in a box it will get dropped, packed upon, dumped and moved around as if it was just a heavy but empty cardboard box. But dismantled and with a wheel either side and derailleur protected they tend to see what it is and handle it accordingly. See the pics as to how ugly (or beautiful if you're into floral) you can make it. You'd be unlucky if it was badly damaged, especially tightly wrapped and if it's a heavy duty frame rather than a spindly and fragile carbon fibre thing. So if the box isn't mandatory, and you're not worried about a small scratch or two on the paintwork, then go for the simple wrap-up



method. Besides, you'll have the chance to ride your favourite back-street route to and from the airport!

Road rules as applying to bike riders

Here is a selection of the key road rules as applying to cyclists in Australia

- Bicycles are legal “vehicles” and thus cyclists enjoy the same rights (and responsibilities) as other road users. Skateboards, skates and foot scooters are classed as “toy vehicles” and are only allowed on footpaths and on streets which are not linemarked (i.e. no centre line) during daylight hours
- cyclists do not require a licence and bikes do not need to be registered
- cycling against traffic on a one-way street is only legal if a contra-flow lane is marked, or a “bicycles excepted” sign is displayed
- you can overtake a vehicle on the left (very useful when there are long queues at lights) unless it is turning left and signalling left
- there is no speed limit on shared paths but you are required to exercise due care, keep to the left, and give way to pedestrians
- you must not ride more than two abreast on a road (and no more than 1.5m apart) unless overtaking other riders
- you must ride the bike facing forward with at least one hand on the handlebars
- you can’t hold onto another vehicle, nor ride within 2m of the rear of a moving vehicle for more than 200m
- footpath cycling is allowed for RIDERS under 12 years of age (and supervising adult, and under 18s accompanying the adult), or on a footpath marked as a shared route
- if cycling on a road with a legally defined bike lane (i.e. sign posted) you are required to use the lane unless this is impractical (e.g. too narrow)
- you are not to ride either off-road or on-road whilst affected by drugs or alcohol, with limits the same as for motorists
- if you need to carry a bike on a car bike rack, you must display a third numberplate (available from NSW motor registries)
- cyclists can turn right from the outside lane of a multi-laned roundabout but must give way to all traffic leaving the roundabout if going more than halfway round
- you are allowed to ride on the left of the edgeline (thus you must indicate and change lanes safely if there is a squeeze point) See also p.22 on bikelanes
- cyclists can proceed (with caution) through a red light if, after stopping, the lights don’t respond after all phases are complete
- your bike must have lights and rear reflectors (front white, rear red) for riding at night and in low visibility conditions (lights can be flashing or steady but must not dazzle other drivers, and must be visible from at least 200m, with rear reflector visible 50m)
- your bike must have at least one operational brake, and a warning device such as a bell or a horn
- Cyclists of all ages are required to wear an approved helmet at all times whilst riding (or as a passenger in a bike seat or trailer)
- cyclists are required to make a hand signal for RH turns, but not LH turns or stopping
- box turns or “hook” turns are legal unless signposted otherwise
- if you are crossing a road at traffic signals or at a marked pedestrian crossing or children’s crossing you are required to dismount and walk your bike. By not doing so you also lose your right of way to others
- cyclists may ride in an emergency stopping lane or on the freeway unless specifically prohibited from doing so

Source of information: NSW Road User Handbook (RTA, 2000); NSW Road Transport (Safety and Traffic Management) Act 1999, Bicycle Victoria (web site).

Incorporates changes made as a result of the implementation of Uniform Road Rules throughout Australia which came into effect in December 1999.

For more info see the Bike Saints guide:

massbug.org.au or visit RTA web site:

rta.nsw.gov.au > traffic information > road rules

Positive things to do if you crash


If you happen to be involved in an accident with another vehicle or person, firstly ensure you and others are safe and give assistance to any injured person. Exchange details with the driver/rider/pedestrian, and make sure you get details of any witnesses before they leave the scene. Keep a written copy of the details for yourself. Report the accident to the Police (within 24 hours), and to the insurer of the other vehicle involved or person (within 28 days). If you don't have a pen handy, you can send an SMS to yourself via your mobile, or use the low-tech solution of scrawling it down on the footpath with a stone (or piece of chalk from your puncture repair kit), and return later to put pen to paper.

After an accident, or even in situations of a near miss, the adrenaline released and reaction to injury can cause you to become disoriented, and/or go into shock. If you have had a near miss or scare and you have reacted to it, it's best not to ride on the road until you have calmed down. Sit down in a shady place and recover, or walk your bike along the footpath for at least 10-15 minutes so you can re-focus and concentrate, before getting back out onto the road.

The situation in Sydney with reporting near misses to Police is problematic. Typically the Police response is geared to motor vehicle crashes - and if there is no physical damage to you or the bike (but your life was threatened) then generally they are not jumping over the counter to follow it up. To pursue the matter you must have the details at hand, and preferably witnesses. Assert that you are prepared to give a statement and back that up with a court appearance if needs be. If you are keen to follow it through,



request that a statement be taken from you there and then, and that they give you a COPS reference number for the incident. At the very least, a call from the police to the driver to discuss the issue will hopefully alert them to their responsibilities regarding cyclists.



whether you ride for fun,
fitness, or transport and
want better conditions for
cyclists, it makes sense to
be a Bicycle NSW member.

the state's peak community
cycling organisation

**BICYCLE
NSW**



member benefits

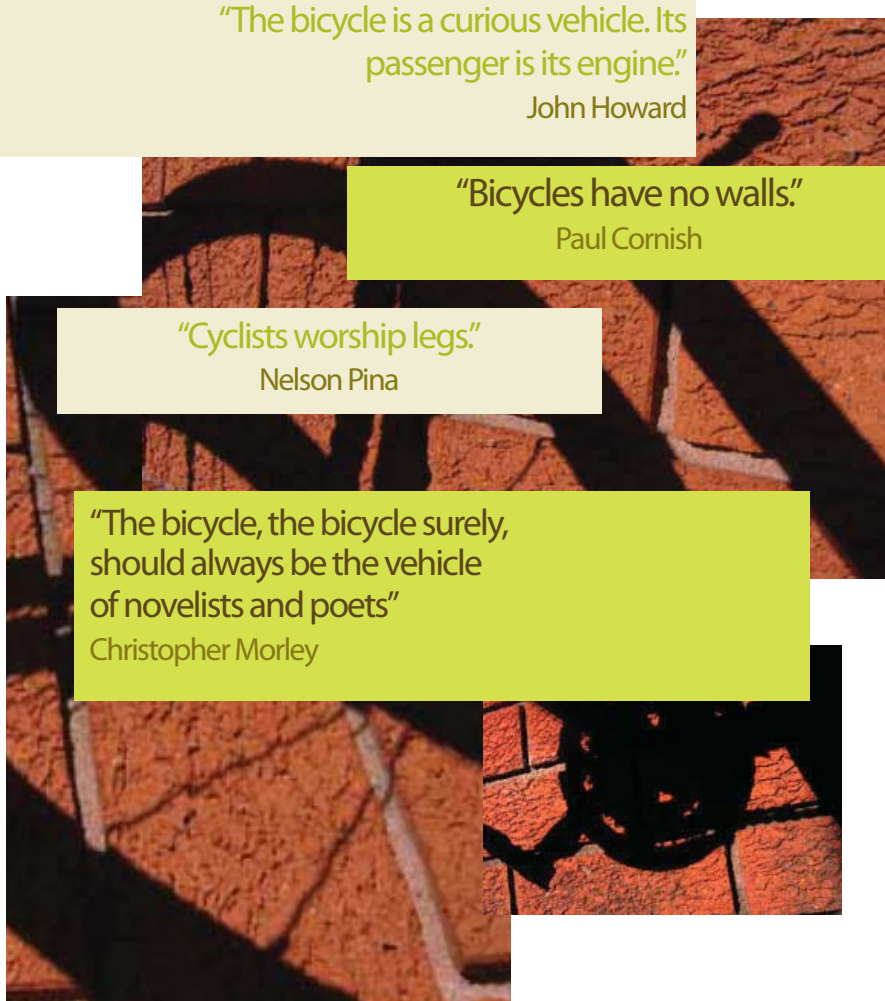
- insurance
- australian cyclist magazine
- organised rides and events
- better conditions for cyclists



02 9218 5400

www.bicyclensw.org.au

bikeculture



"The bicycle is a curious vehicle. Its passenger is its engine."

John Howard

"Bicycles have no walls."

Paul Cornish

"Cyclists worship legs."

Nelson Pina

"The bicycle, the bicycle surely,
should always be the vehicle
of novelists and poets"

Christopher Morley

from "The Quotable Cyclist" by Bill Strickland (Editor)

Launching of MASSBUG's Ride Calendar earlier this year has helped spread the free to ride message.



pic by moz

"...I am as free as I can be in the moments that I am travelling"

When I am riding my bike to and from work at the airport I am a traveller. I am freed of my work and responsibilities as I enter a "now" zone which is free of the past and weight of the future. I am freed in a way that my commute to work in my car just doesn't give me. The car trip separates me from the world and my humanity while my bike trip along the Cooks River engages me in it. On my bike I feel a part of the world and my mind soars with the birds that take flight as I pass through. I am as free as I can be in the moments that I am travelling. I am always a little sad when my journey is over but also elated that I have had an experience unique to myself.

David Hampson, Dulwich Hill



*"...riding as a family
is the bee's knees"*



The boys (Bill 8 and Tom 6) just love the sense of freedom they get when they're out and about on their bikes - they feel independent and their dad and I have the joy of feeling like kids again riding with them. They think riding bikes and picking up stunt skills is cool and we agree! Getting from A to B seems challenging until you find the cycle routes - then a whole new Sydney world opens up which is fun, new, adventurous and safe for family rides. Many cycle routes go along canals, round the harbour edge, through parks and leafy lanes and we can make adventures on the way. The skills they are picking up make them more aware of traffic and pedestrians and their own abilities - they like that. Riding as a family is the bee's knees, it's good for all of us and it's great family time together.

Donna Bolton



improved cycling environment

At last there is starting to be an improved cycling environment - despite the best attempts of the RTA to outbuild the pharaohs with huge road and freeway projects, and council traffic engineers building Clayton's on-road facilities. Local streets now have 50kph limits, which is better than 60kph but still well above the 30kph common in most of the bike friendly cities of the world. Local Bicycle User Groups (BUGs) are increasingly having a major say in how the roads can be improved for cyclists.

more bike riders/riding

A study by Dr Chris Rissel of the Health Promotion Unit, Sydney Southwest Area Health Service, has found that bike riding in inner Sydney areas has increased by a massive 63% over the most recent Census period. This can be partly explained by the flow-on effect of seeing others on bikes, and by there being far more cycling promotional and riding information out there (such as council bike maps, Bike-it!™ Sydney, the HCAT Inner West Bike Map and the RPA/ Sydney Uni Bike Map. Perhaps all this combines to act as a catalyst? But it does help to build the cycling culture - and as studies have shown, the more riders out there on the roads, the safer it is for them.



inner city bike culture is expanding

Since the first edition of Bike-it!™ Sydney in July 2001, there has been a noticeable lift in the presence of cyclists on the local streets, and a building of bike culture in inner Sydney. Here are a few signs that things are on the move:

- there is competition for bike parking - whereas a few years ago bike racks were bare bits of steel, they are now more than likely to be adorned with a real bike!
- there are lots more BUGs holding regular rides, and more people on the rides
- there is an increasing diversity of people on bikes. The population spectrum are voting with their pedals
- there is the demand for bike riding info - almost all the Councils now produce bike maps and brochures and maps can be downloaded from their web sites
- on quiet streets the morning rush hour is being replaced by the morning push hour as riders pedal to work and school
- mayors are exchanging the V8 for riding bikes



involvement of the health sector

Since 2001, the health sector, and primarily the Health Promotion Units have done a tremendous amount to foster cycling and bike culture in Sydney. As seen at sswahs.nsw.gov.au, they have embarked on a number of programs to build the level of cycling and consequently increase physical activity and personal health.

City of Sydney has seen the light

The City of Sydney now includes what was South Sydney and the eastern flanks of Leichhardt. Compared with the previous mayor (now the NSW planning minister), Clove Moore and fellow Councilors have embraced the need to improve the city cycling environment, and are now progressing on a real bike plan. See p. 36 as to how you can help.

Regular riding

The bi-monthly *Australian Cyclist* (available free to BNSW members) includes a ride calendar. These are mostly local events run by BUGs holding social rides throughout the Sydney region, but also extending to weekend rides out of Sydney.

Critical Mass is a monthly bike ride that occurs simultaneously in nearly 100 cities worldwide. In Sydney riders of all persuasions but with a similar passion to improve the cycling environment gather at 5.30pm (for a 6pm start) on the last Friday of the month at the Archibald Fountain in Hyde Park (Map 29 NE). See criticalmass.org.au for discussion list.

Keep plenty of weekends free in spring as that's when there are plenty of festivals that have a big cycling presence or BUGs in attendance, including:

Marrickville Festival (October)

Carnival of Cultures Festival (October) Ashfield

Leichhardt Big Bike Day (September)

Newtown Festival (November)

Festival of Cycling (October) Sydney Olympic Park

The Bicycling Australia Show

Held in October each year, the bicycling trade show alternating between Melbourne, and Sydney Olympic Park. The next Sydney event is October 2007

Muggaccinos muggaccinos.com

North-side Sunday mornings are when the Muggaccinos head off for a 100km hilly ride for experienced road riders.

Contact Phil Johnston 9513 1075 or email ScribePJ@tpg.com.au

A typical cycling year

February - the NSW Big Ride, for 2006 it's Holbrook to Binalong and then... Contact Bicycle NSW 9218 5400 or visit bicyclensw.org.au

March - Tour de Hills in its 10th year, Sydney's Hills District, range of ride lengths, Gerry Larkin 0412 226 438; Canberra Connect Big Canberra Bike Ride (Pedal Power); Bike Path Discovery Day, Melbourne (Bike Vic)

April - Australian Cycling History Conference at Canberra Bicycle Museum. Contact Annemarie Driver 6247 1363 2006 Bicycles, An outback Odyssey, South Australia (Bike SA); Big Bike Ride, Moggill Mt Crosby Lions Big Bike Ride, mmclions.org.au

May - 15th Annual Ballarat Autumn Daytour (BAD Ride 2005), Ron (03) 5331 4606; Dirtworks 100km MTB Classic at St Albans 7 May 2006 see maxadventure.com.au > calendar of events

June & July - snuggle up in your winter woolies and wait for spring!

September - Cycle Queensland (Bike Qld); Dungog PedalFest pedalfest.org.au; Newcastle Permanent Hunter Bike Run, 041 9270 139; Parramatta Heritage Ride, CAMWEST ph 9691 2873

October - Ride to Work Day (Bike Vic); BFA National Conference bfa.asn.au Bicycle SA Annual Tour (Bike SA); Portfolio Partners Around the Bay in a Day (Bike Vic); Portfolio Partners Sydney Spring Cycle from North Sydney to Sydney Olympic Park via Sydney Harbour, see bicyclensw.org.au

November - MS Sydney to the Gong Ride gongride.org.au; Audax Australia Opperman All Day Trial audax.org.au Great Victorian Bike Ride (Bike Vic)

Check out latest events at bike-it.com.au or you can see the monthly rides calendar in *Australian Cyclist*.

Doing your own thing

Why not organise your own pedalling tour? Apart from the Bike-it!™ mapping to help you around the quieter streets of inner Sydney, there are plenty of guides and ideas for touring around Sydney and beyond. You could try one of the 25 rides in *Cycling Around Sydney*, or the 30 rides in *Bike Rides Around Sydney* (see p.32 for a detailed listing). The train and ferry timetable is also a valuable aid for trip planning, and local newspapers and magazines often have articles with ride ideas and great destinations. I have found that if you estimate the time for your day's outing, the actual time is often double! As it should, it always takes more time than you think to enjoy the views, rest and eat, and slowly pedal on the return leg.

Cycle touring companies

If you want to have some local ride guides, there are a few bike touring companies to try:

All Trails Bicycle Tours

Specialise in long distance tours, for example Brisbane to Sydney (held in 2003) or Broken Hill to Swan Hill (held in 2005), and still to come is Perth to Adelaide in 2006. Not for the weak-willed, this will cover 2,700kms (135km per day for 22 days), with lots of nice views of the Nullarbor Plain.

Back Pedal Cycle Tours

Run rides in NSW and Victoria. From half day and full day and up to a week, they'll take you to the beautiful Bega valley, or on a ride around the NSW North Coast, or to the Snowy Mountains. One nice aspect to their tours is that non-riding friends and family are welcome. See their website for a full calendar of coming rides.

backpedaltours.com.au

Bonza Bike Tours

Run two rides a day, at 10.30am & 2.30pm. Costs are from \$60-119 and it's cheaper for kids, and they also have bikes for hire if you want to go your own way.

They'll take you around the Sydney sites and include Manly or the Harbour Bridge on some rides. See their website or call 9331 1127 for more info. bonzabiketours.com

Boomerang Bicycle Tours

Have mountain biking in the Blue Mountains, and they will also take you to areas further afield in NSW such as the Hunter Valley wine district. For details call 9890 1996

Mountain Bike Tours Sydney

Run rides in the Blue Mountains (1 hour on the train West of Sydney) where there are hundreds of kilometres of rideable tracks. Bikes, safety gear (and lunch!), are supplied, and rides are tailored to suit all people from beginners to mad enthusiasts. Half day \$125, Full day \$185. See adrenalin.com.au and search on "mountain biking sydney" for more details and booking.



bike shop symbol on Bike-it!™ maps

M mechanic W workshop facilities B bike hire H bike maintenance training
6 (not Sun) no. days open a week [] range that shop specialises in
45 NE location shown on map (NorthEast, NorthWest, SouthEast, SouthWest, CEutral)
*shops listed sell assembled bikes & provide after-sales service.

Albion Cycles - 1 Albion St, Waverley, 39 CE, 9387 1144, albioncycles.com.au

M, W, 7, [racing road bikes]

Ashfield Cycles - 353 Liverpool Rd, Ashfield, 25 SE, 9797 9913, ashfieldcycles.com M, W, 6, [family bikes, road bikes, MTB]

Bike Addiction - 380 Pittwater Rd, North Manly, 9938 3511, bikeaddiction.com.au M, W, H, 7, [range of road & MTB]

Bikeology - 1065 Victoria Rd, West Ryde, 9874 5836, M, W, 7, [full range]

Cell Bikes - 218 Princes Highway, Arncliffe, 42 CE, 9599 0992, cellbikes.com.au M, W, 6, [MTB, road, kids, hybrids]

Centennial Park Cycles - 50 Clovelly Rd, Randwick, 38 NE, 9398 5027, cyclehire.com.au M, W, B, 7 [Bike hire, full range of access]

Cheeky Monkey Cycle Company 456 Pitt St, Sydney, 29 CE, 9212 4460, cheekymonkey.com.au M, W, B, H, 6 [commuting, touring, folding]

Cheeky Monkey Multisport - 28 Clovelly Rd (Centennial Park), Randwick, 38 NE, 9399 3370, cheekymonkey.com.au M, W, H, 7 [triathlon, road bikes]

Citilink Cycles - 279 Ramsay St, Haberfield, 26 NW, 9799 0878, citilinkcycles.com.au M, W, H (school hols), 6 (not Mon) [kids bikes esp. under 12yo]

City Bike Depot - 305 Kent St, Sydney, 21 SW, 9279 2202, citybikedepot.com.au M, W, H, 6, (not Sun) [MTB, commuting, bike breakfasts, lockers]

Clarence Street Cyclery - 104 Clarence St, Sydney, 21 SW, 9299 4962, cyclery.com.au M, W, B, H, 7, [all types of bikes & accessories, clothing]

Concord Sports Store - 44-46 Crane St, Concord, 17 SW, 9747 2020, M, W, 6 (not Sun), [across the range, kids to racing]

Cranks Bikeshop - 283 Alfred St, North Sydney, 13 SE, 9954 6466, cranksbikes.com.au M, W, B, 7, [road, MTB, kids]

Cycle World - 11 Burwood Rd, Burwood, 17 SW, 9745 6226, M, W, 7, [triathlon, road racing, MTB]

Cyclery Northside - 815 Pacific Hwy, Chatswood, 4 NW, 9415 1343, M, W, B, 7, [family store, from kids to Le Tour]

Cycology BMX - 242 Victoria Rd, Gladesville, 10 SW, 9879 7000, krankn.com/bmx/cycology.htm M, W, 6, (not Sun) [BMX, & a bit of everything]

Europa Cycles - 205 Anzac Pde Kensington, 46 NE, 9663 3644, M, W, 7, [custom frames & bikes for road, touring, commuting]

Favourite Cycles - 2/22 Darley Rd, Manly, 16 NW, 9977 4590, favcycle@bigpond.net.au M, W, B, H, 7, [Full range, family, road, MTB]

Gilbert's Cyclery - 158 Glenayr Ave, Bondi Beach, 32 SW, 9130 5216, junior@cyber.net.au M, W, 6, (not Sun) [Gitane & Merida, BMX, road bikes, wheel build]

Inner City Cycles - 151 Glebe Point Rd, Glebe, 28 CE, 9660 6605, innercitycycles.com.au M, W, B, 7,

[triathlete/racing, MTB downhill & XC]

King of the Mountain Cyclery - (rear) 178 Military Rd, Neutral Bay, 14 SW, 9908 1745, komcyclery.com.au

M, W, 7, [touring endouro set up, 12/24 hour & Polaris events]

King St Cyclery - 404 King St, Newtown, 36 NW, 9517 1655, kingstreetcyclery.com.au M, W, 7, [allrounders, commuters, BMX, MTB]

Le Spit Cyclery - 20 Spit Rd, Mosman, 15 NW, 9968 3920, lespitcyclery.com.au M, W, H, 7, [mainly road & tri, plus MTB]

Manly Cycles - 36 Pittwater Rd, Manly, 9977 1189, manlycycles.com.au, M, W, B (+baby seats & trailers), 7, [beach cruisers & choppers]

Maroubra Cycles - 787 Anzac Parade Maroubra Junction, 46 SE, 9349 2154, maroubracycles.com.au M, W, 7, [general range]

Mick Mazza Cycles - 255 Marrickville Rd, Marrickville, 35 NW, 9564 5468, M, W, 7, [MTB, racing, kids]

Oxford Street Cycles - 310 Oxford St, Bondi Junction, 31 SW, 9369 4443, M, W, B, 7

Rebel Sport - Broadway Shopping Centre, 9211 5511; Rockdale Shopping Plaza, 9553 1222

Renegade Cycles - The Village 43-45 Burns Bay Rd, Lane Cove, 3 SE, 94271055, renegadecycles.com.au, M, W, H, 7, [Quality bikes for enthusiasts - MTB, road and hybrid]

Stanmore Cycles - 208 Parramatta Rd, Stanmore, 27 CE, 9560 5842, M, W, 6 (not Sun), [road, MTB, touring]

The Bicycle Shop Roseville Chase 13 Babbage Rd, Roseville Chase, 9882 2453, bicycleshop.com.au, M, W, 6 (not Sun), [family recreational & entry level elite, powered bicycles]

Woolys Wheels - 82 Oxford St, Paddington, 29 NE, 9331 2671, woolyswheels.com M, W, B, 7, [touring, MTB, racing, clothing]

Putting Your Bike Together

If you have bought a “bike-in-a-box” from a department store or supermarket, and you are going to assemble it yourself, you should know that it is a mandatory requirement for all bicycles sold in Australia that the brake lever for the front brake is positioned on the right-hand side of the handlebars, and the rear brake lever on the left. This is to more safely allow the cyclist to give a RH turn signal whilst braking. Also make sure the brake levers are adjusted for reach (especially for children's small hands) and orientation (angled at about 8 o'clock position). Also make sure the front forks (where the front wheel slots in) are facing the correct way in relation to the handlebars. The wheel's axle should be towards the front of the forks, with the handlebar stem angling backwards slightly. Adjust, and then test the brakes to ensure that the brake pads have good contact with the rims when applied. Take the bike back to the retailer if you have problems, or if you are still not satisfied contact NSW Department of Fair Trading on 13 32 20 or fairtrading.nsw.gov.au. The Bicycle Industry Australia and Retail Cycle Traders Australia web site at bikeoz.com has latest news on bike recalls and the bike industry.

Bike accessories & clothing

For the flashiest flashiest bike riding gear, try your nearest bike shop, or: **Netti** - bike clothing, great Aussie manufacturer of bike clothing since 6-speed gears were invented; **Ground Effect** - the online hip and groovy Kiwi bike clothing supplier, **Pearl Izumi** - top of the range bike clothing, **Rallyspeed** - bike racks, Artarmon; **Second-hand** - get yourself a cool cotton Hawaiian button-up shirt or baggy shorts for those hot summer days and relentless hills from one of the many 2nd-hand clothing shops along main streets such as King Street Newtown, Oxford St Paddington.

Camping & outdoor

Some shops to get the gear you need to survive the urban life:

ARB - 1/500 Princes Hwy, St Peters, **Brandt Bros** - 141 Devonshire St Surry Hills; **Camp for Less** - Shop 42 Town Hall Arcade, **Chatswood Surplus** - 304 Victoria Av, Chatswood, **Kangaroo Tent City** - 165 Victoria Av, Chatswood, **Kathmandu** - Cnr Kent & Bathurst Sts, **Larry Adler Ski & Outdoor** - 497 Kent, Sydney; 77 Archer, Chatswood, **Mountain Designs** - 499 Kent St, Sydney, Westfield Chatswood, Roseby St, Birkenhead Point, **Mountain Equipment** - 491 Kent St, Sydney, **Mitchells Adventure** - 81 York St & 771 George St, Sydney, **One Stop Adventure Shop** - 1045 Victoria Rd, West Ryde, **Outdoors.com.au** - 1016 Victoria Rd, West Ryde, **Paddy Pallin** - 507 Kent St, Sydney, **Q Craft Canoes** - 337 Condamine St, Manly Vale, **Ray's Outdoors** - 93-99 Parramatta Rd Camperdown, **Specialist Outdoor Equipment** - 60 Spring St, Bondi Junction, **Stoliar Bros.** - army surplus and disposals, 752A George St, Sydney, **Trek & Travel** - 447 Kent St, Sydney, **YHA Travel Centre** - 422 Kent St, Sydney

Blades, boards & scooters

99 Degrees Skateshop - Level 2 257 Crown St, Surry Hills; **Balmoral Boards** - Cnr Spit Rd & Awaba St, Mosman **Bikeology** - 1065 Victoria Rd, West Ryde (sell blades & boards); **Manly Blades & Manly Skateboards** Shop 2, 49 North Steyne, Manly **Rollerblading.com.au** - Suite 2, 26 Walker Street, Nth Sydney **Surf Dive 'N Ski** - 462 George St, City; 213 Oxford St Bondi Junction; Westfield Chatswood & Eastgardens; Harbourside Shopping Centre Darling Harbour **Total Skate** - Cnr Queen St & Oxford St, Woolhara (blades for hire)

Cycling books

Plenty of cycling titles and maps are available from the larger bike shops and bookstores.

If you can't make it to the shops cycling publications are also available for sale the *Australian Cyclist* website

(australiancyclist.com.au). Titles on this website and carried by most good bike shops and books stores which may come in handy include:

- **Bicycling with Children** - A Complete How-to Guide (Trudy Bell, 1999) Soft cover 155pp, \$40
- **Bike rides Around Sydney** - Exploring Sydney by Bike, Ferry and Train (Ian Connellan & Neil Irvine) 184pp. Open Spaces Publishing, 2005, \$32.95
- **Cycling Around Sydney** - the complete guide to Sydney's best rides (Bruce Ashley). Bicycle NSW, 2004. 96pp, \$24.95
- **Discovering NSW & Canberra Bike Paths** (Amanda Lulham, 1996) Covers NSW and Canberra feature cyclepaths. Soft cover 150pp, \$21.00*
- **Cycling Australia** (Nicola Wells et al) Lonely Planet Guide for touring Australia. Lonely Planet, 2001. 352pp, \$38.00
- **Cycling Past 50** (Joe Firel, 1998) Guide to training and fitness for the over-50s. Soft cover 254pp, \$40.00
- **Trails Australia** 2002 Sydney Edition (Hugh Flower, 2002). MTB guide to Sydney and surrounds. Soft cover 40pp, ~ \$16.00

Cycling magazines

For the armchair reader, or for the serious "Brooks-chair" pedaller, there are mags and zines such as:

- **Australian Cyclist** - a bi-monthly publication available from newsagents and free with BNSW membership which includes the Push-On insert: "the voice of Bicycle NSW", covering current cycling issues, BUG updates, latest successes in advocacy, and a comprehensive social rides calendar
- **Bicycling Australia** - for dedicated racers and tourers - covering club racing action such as Le Tour, and Jacob's Creek Tour Downunder
- **Car Busters** - mag produced in Prague, critiquing society's car culture and exploring positive alternatives. See carbusters.org for more. Distributed in Australia by Institute for Sensible Transport. Contact Elliot Fishman 0438 547 450 or see sensibletransport.org.au
- **Velo Vision** - quarterly magazine celebrating cycle culture worldwide. Great cycling articles and pics at velovision.co.uk

There are also stacks of guide books (all paperback) on Sydney such as:

- **Aboriginal Sydney** - a guide to important places of the past and present, Hinkson & Harris (Aboriginal Studies Press, 2001) \$34.95
- **Access Sydney** (Access Press 2004) paperback, \$21.95.
- **Exploring the Sydney Region** - Key Guide, Leonard Cronin (Envirobok, 2002) paperback, \$29.95
- **Secret Sydney**, James Cockington (New Holland Publishers, 1999) paperback, \$42.95
- **Style City Sydney** - the hip guide to the Harbour City (Thames & Hudson, 2004)
- **Sydney - the Official Guide** (Sydney Tourism Pty Ltd), Spring 2004. Free from all NSW Tourism centres

• Sydney - Eyewitness Travel Guide

(Ken Brass & Kirsty McKenzie). Dorling Kindersley, 2003.

* prices quoted are RRP or online prices (inc. GST) as at November 2005

Street directories & maps

Street directories include the larger-format UBD Sydney 2006 42nd Edition Street Directory (the Truckies edition shows light vehicle streets and speed hump locations) and the Sydney Street Directory of Greater Sydney, 11th Edition 2006 (shows lots of detail on pathways), and the smaller format Gregory's Street Directory. All are available from newsagents, priced from \$20-50.

For topo maps (the ones with contours), travel or tourist maps or guides go to:

- **Bicycle NSW** - limited selection of free brochures and cycling maps. Level 5, 822 George St Sydney, 9218 5400 bicyclensw.org.au
- **Map World** - maps and guide books at 280 Pitt St, Sydney 9261 3601 or 136 Willoughby Rd (cnr Albany St), Crows Nest 9966 5770 mapworld.com.au
- **Sydney Map Shop** - for topographic maps and air photos, open 8.30-4.30 M-F, 1 Prince Albert Rd. Sydney 9236 7720 lands.nsw.gov.au
- **Travel Bookshop** - travel books, travel guides and maps. Shop 3, 175 Liverpool St Sydney 9261 8200

RTA cycleway mapping

The RTA produce Sydney Cycleways maps covering the entire Sydney Region. They show only completed bicycle facilities. Phone 1800 06 06 07 to get your free copies posted to you. These city maps (plus maps for the Hunter, Illawarra and country centres) can be viewed and downloaded at rta.nsw.gov.au (follow links to Traffic Information>Bicycle Riders>Sydney Bicycle Maps).

The RTA also produces three cycle-commute brochures to download from their website:



- **Off to Work? On Your Bike!** - for those interested in cycling to work
- **Cycling to Work, Works!** for employers who'd like to encourage cycling
- **On Your Bike: A Guide for Easy and Enjoyable Cycling to Campus** for university students.
- The Health Promotion Unit at Sydney South West Area Health has some useful brochures: a *Cycling Fact Sheet*, a training guide to build cycle fitness, a guide to setting up a Bike Pool using a risk management framework, and other biking resources. To get copies phone 9515 9055 or download from cs.nsw.gov.au/pophealth/dph/health/default.htm. You can also download Transport Access Guides (TAGs) for hospitals in the Sydney area.

Council bike maps

In the last four years since the first edition the concept of local councils producing bike maps has caught on and now most Sydney Councils have produced some sort of bike map, an active transport map (for cycling, walking and public transport) or both. Contact your council (p.40) to see what is their latest. Many have also produced the map in electronic format for their web sites. Here are some of the "hard copy" local bike maps produced recently:

- **Commuting to Chatswood by Bicycle**
- **City of Ryde Cycling Map**
- **Canterbury City Cycleway Plan** (2001)

- Discover Lane Cove's Cycleways
 - Out and About in Leichhardt
 - Staying Active in Marrickville
 - Wheeling and Walking in Willoughby (3rd Edition)
 - Bicycle Map for Royal Prince Alfred Hospital & the University of Sydney
 - Sydney Olympic Park Bike Safaris (free fold-up pocket map showing "3 great circuits, 3 unique experiences"). For more info 9714 7888 or sydneyolympicpark.com.au/cycling
- Some of the BUGs (such as LBUG and Bike North) also have website information on where to ride and routes that they use. See BUG listings p.30
- **NSW Government Travel Centre** for rail bookings. Eddy Ave, Central Station 13 2077 (*Map 27 CE*)
 - **Sydney Olympic Park Visitor Centre** 1 Herb Elliott Avenue, Sydney Olympic Park, 9714 7545
 - **Sydney Visitor Centres** - 106 George St The Rocks (*Map 21 CE*) Open 9am-6pm daily for local & regional tourist info, booking boards, links to other visitors centres, 9255 1788, Freecall 1800 067 676 Visitor Info Line 13 2077 sydneyvisitorcentre.com; Sydney Airport, Arrivals Level, Ground Floor, Sydney International Airport (T1), Mascot (*Map 42 CE*), 9667 6050

Information centres

Locations where you can get city, touring or travel information include:

- **Bicentennial Park Information Centre**
Australia Avenue, Sydney Olympic Park, 9714 7888
- **City Host Information Kiosks**
Martin Place, between Elizabeth and Castlereagh Sts. (*Map 21 SE*), Town Hall Cnr Bathurst and George Sts. (*Map 29 NW*) & Circular Quay, Cnr Pitt and Alfred Sts. (*Map 21 SE*). Open 7 days, 9am-6pm
- **City Info** - what's on and general information for City of Sydney Council, level 2, Customs House, Circular Quay. (*Map 21 SE*) 9242 8555
- **Darling Harbour** - 33 Wheat Rd, between Imax Theatre & Darling Walk, 10am to 6pm daily, (*Map 29 NW*), 9240 8788 darlingharbour.com.au
- **Manly Visitor Information Centre**
Manly Wharf Forecourt East Esplanade, Manly, 9976 1430 (*Map 48 SE*)
- **National Parks & Wildlife Centre**
Cadman's cottage, 110 George St, The Rocks, 9247 8861 (*Map 21 CE*)

advocacy



five key areas where YOU can make the difference...

1 Leadership where is the leadership in Sydney that enabled cities like Copenhagen and the Columbian capital, Bogota, to make great strides in bike provision and bike trips? At last, in Clover Moore and fellow City of Sydney councillors, there appears to be some commitment and vision and a change in attitude. But the PM and Premier are “missing in action” when it comes to results for cycling. Good heavens, countries like Colombia, and states like Western Australia are leaps and bounds ahead of Australia at a national level and NSW at a state level! Business and community leaders also have their role to play. You can help through:

- becoming an advocate in your own family, street, or neighbourhood
- inspiring your councillors or local MP into action
- writing to the Premier or relevant Ministers (see Government contacts on p.40 or the NSW Government directory at directory.nsw.gov.au. Point out that Sydney needs leadership to get out of the traffic black hole we are in, and this means action on sustainable transport and cycling. Perhaps you could get together with like-minded people to brainstorm ways of achieving this?

2 Good planning & thinking

you can toil and sweat mixing and pouring truckloads of concrete, but if you haven't thought through why you needed it, then you're in trouble. Unfortunately most of the bike planning in the last 20 years has been like navigating your way down the highway by looking in the rear vision mirror. There has been too much focus on building things but not enough good quality research and strategic thinking. Better integration is needed with other disciplines such as: taxation and

economic disincentives to car ownership and use; trip planning and provision of travel information; behaviour and social interaction; urban design and function; and urban ecology. An objectives-driven process focused on people and results, not just lines on maps and engineering cross-sections, is what is needed. You can help the Bicycle Federation of Australia provide comments on implementing the *National Cycling Strategy 2005-2010* (see dotars.gov.au and search on “cycling”).

At the state level, Bicycle NSW would appreciate your assistance with advocacy in any future review of *Bikeplan 2010*. At a local level, there are quite a number of BUGs that are currently assisting local councils with bike plans. It's in your interest to help them especially people with behavioural research, urban design and community development skills. Contrary to what was reported in *Bike-it!*™ 1st edition, the City of Sydney has now stopped eyeing off the gorgeous cycle facilities in adjoining LGAs and has started the planning process to put some in as well! You can still help with getting bike facilities/provision through the concrete jungle, and Andrew Dodds is still the contact at 0403 999 899 or bikesydney.org

3 Public support & cultural change

Even if the pollies got it right, and we knew where things should head, it's going to be necessary for the general population to want change, and in turn to communicate this directly to the media, shock jocks and political representatives. This is where the grass-roots campaigns can have a good impact. You can help stimulate this change by supporting and directly assisting organisations and groups that already have good clout and reach, such as:

- **transport action groups** (e.g. Action for Public Transport NSW aptnsw.org.au, or Ecotransit Sydney ecotransit.org.au - which runs campaigns on the M4 East and Bay Link Express

- **media that push the message** - 2SER 107.3 FM, 2ser.com which is always looking for supporters, or your local newspaper
- **organisations that can educate** on the need for change, such as the Pedestrian & Bicycle Transport Institute of Australasia pedbiketrams.asn.au the Institute for Sustainable Futures and the Health Promotion Units (e.g. sswahs.nsw.gov.au).
- **local government** that sets policy and action on climate change and sustainability
- **your local work place** - by “coming out” as a regular cyclist, you can help others at your work place to understand the benefits of a daily ride to work. Even better if you can get the boss to start riding!

4 Human resources

not much happens without dollars, or does it? With all the focus in the past being on facilities, we have forgotten that people are needed to coordinate things, properly administer projects, undertake the research and take the time to talk things through with the community. Quite often these days funds are going unspent because there aren't the staff to develop and implement proposals. It seems that \$100K is very possible for 300 metres of concrete, but to get funding for a local bicycle coordinator for a third of that amount is almost impossible. You may be able to help by using your position to vote for more \$\$ to get the necessary “people” input to projects and programs. At an individual level, your time can help BUGs to prepare proposal or initiate projects, or your financial contribution can boost the effectiveness of their work.

5 Creating a better cycling environment

And finally what you've been waiting for: an improved cycling environment. This not only includes, the physical facilities and urban form, but policies on parking and speed limits, and actions to encourage responsible and caring road behaviour. Hopefully your help at the BUG, state and national organisation levels can result in a road and street system that is bike-friendly and where other road users treat each other with respect. There is an onus to protect the more vulnerable road users, and to create cycling facilities that connect. You can do your bit by being the “squeaky wheel” and reporting any problems that you see when out on the road (such as bollards in the way, potholes, cars blocking pathways) to either the local council, or the RTA for main roads (see contacts p. 40). For traffic lights malfunctioning or not responding to bike riders or for illegally parked cars (main roads) call 13 17 00 at any time of the day, night or week.

Projects that are going to be of great benefit to riders that you could help out on are:

GreenWay - a 5km environmental corridor and cycleway linking Cooks River and Iron Cove along a goods rail corridor and Hawthorne Canal. Contact Jud Agius, Greenway Committee on 9590 5565 or see greenway.org.au

Alexandra Canal - completion of the cycleway along full length of the eastern side of Alexandra canal, bridging the missing link between Cooks River and the city. Contact MASSBUG at massbug.org.au

The first point of call if you have a cycling issue, or you just want to hang out with the others on social rides, should be your local bicycle advocacy group. Most of the inner Sydney Council areas have local Bicycle User Groups (BUGs) whose members are there to represent local cyclists. BUGs are affiliated with the peak cyclist body in NSW, Bicycle NSW. BUG contacts for those groups in the area of detailed map coverage are listed below. See bicyclensw.org.au for a complete listing of NSW BUGs.

ASHBUG – covering Municipality of Ashfield & regular social rides.

Col Jones 9799 5065 or ashbug.org.au. Rides are each Sunday morning and meetings every 2nd Thursday of the month.

Bike North - covering most of the north shore LGAs. Colin and Pam Kendrick 9872 2583. Meetings 1st Tue of the month and rides every weekend.

See bikenorth.org.au for ride details. They run a range of rides catering to all social levels of riding

Bike South Senior Cyclists (BSSC) - over 50s retirees/shift workers.

Brian Day 9525 4168. Meet for rides Tuesdays Feb-Dec (inclusive) 9.30am (contact Brian for venue). The rides are mainly on quiet routes with stops for morning tea with café or picnic lunch.

Bike South West - covering Bankstown, Canterbury, and Hurstville LGAs. Warren Artlett 9771 4606 or email members@optushome.com.au/bikesouthwest

BIKEast - covering Randwick, Waverley, Woollahra, and part of City of Sydney LGAs. Mark Worthington 9389 4409

or see bikeeast.org.au

BIKESydney - City of Sydney group meets 2nd Sat of the month 9.30am Toby's Café 32-36 City Road, Chippendale for an espresso start then a quick ride followed by meeting 11am at Bicycle NSW (level 5, 822 George St). Andrew Dodds 0403 999 899 or bikesydney.org

BURSTBUG - covering Burwood & Strathfield LGAs. Contact Matt Perdeck 9745 1942 or visit

burstbug.org

BAYBUG - for City of Canada Bay. Rolf Muller 8765 9719 or baybug.org.au

Cycle Centennial - representing Sydney cycling and tri clubs (especially those using Centennial Park. See randwickbotanycc.com >Cycling Centennial

Dirt Pigs - UTS Mountain Biking Club, based City, ride all over, All welcome.

<http://listserv.uts.edu.au/mailman/listinfo/dirtpigs>

Gentlemen Wheelers - Timothy Maguire, timothy@australia.edu

LBUG - covering Leichhardt Municipality. Contact Bob Moore 9810 3706 or users.bigpond.net.au/lbug

Usually meet on the 1st or 2nd Monday bi-monthly, back room, Bar Italia, Norton St (north end) 6.30-8 pm

MASSBUG - for Marrickville LGA and surrounds (come back South Sydney we miss you!). Meet 1st Wednesday of the month 7.30pm at Newtown Neighbourhood Centre (opp. Newtown Station).

Voice mail 9294 5900 or see

massbug.org.au for rides and events.

North Shore Bicycle Group - for Lane Cove, Mosman, Nth Sydney & Willoughby LGAs. Russ Webber 9906 7238

Northern Beaches Bikers

Patricia Griffen 9976 2940
patriciagriffen@bigpond.com.au

RAPS (Recreation & Peer Support)

two groups have joined to help people with sensory & physical difficulties with cycling. They have a couple of tandems and recumbents. Contact BikeSW for more info.

St George BUG - for Hurstville, Kogarah and Rockdale LGAs. Pat Copping 9529 6791

Sydney Bike Friday - for those with the bike of that name. Christine Floyd
9371 4230 candgfloyd@hotmail.com

Sydney Spokes (GAYBUG) - Sydney's Gay and Lesbian cycling group. Michael Johnson 9810 8107 or see sydneyspokes.com

KING STREET CYCLERY



King Street Cyclery started life as Calypso Cycles some 30+ years ago.

We pride ourselves in our range of bikes, accessories and after sales service supporting both commuting and recreational cyclists.

We stock a wide range of accessories with over 5000 items available in one of the largest accessory showrooms in Sydneyyour sure to find what your looking for!!!!



Our workshop is one of the biggest and busiest repair shops in Sydney, located minutes from the CBD. We offer a wide range of services as well as fast and friendly repairs by our team of professional mechanics, supported by a resident Certificate IV mechanic/ assessor.

www.kingstreetcyclery.com.au
www.bikerepairs.com.au

OPEN 7 DAYS

Phone: (02) 9517-1655

404 King Street, Newtown NSW 2042

Councils

Contact details for Councils in the areas covered by the detailed maps are shown below. For local or regional roads (shown in olive colour on maps 1-48) contact your council traffic engineer or transport planner. For the main arterials or highways (shown in grey on maps 1-48) contact the Roads and Traffic Authority.

Ashfield - 260 Liverpool Road, Ashfield NSW 2131, 9716 1800, ashfield.nsw.gov.au

Bankstown - Civic Tower, 66-72 Rickard Rd, Bankstown NSW 2200, 9707 9999 or 9707 9400, bankstowncity.nsw.gov.au

Botany Bay - Shop 176A, 141 Coward St, Mascot NSW 2020, 9366 3666, botanybay.nsw.gov.au

Burwood - 2 Conder Street, Burwood NSW 2134, 9911 9911, burwood.nsw.gov.au

Canada Bay - 1a Marlborough St, Drummoyne 2047, 9911 6555, canadabay.nsw.gov.au

Canterbury - 137 Beamish St, Campsie NSW 2194, 9789 9300, canterbury.nsw.gov.au

City of Sydney - Town Hall House, 456 Kent St, Sydney NSW 2001, 1300 651 301, cityofsydney.nsw.gov.au

Hunter's Hill - Town Hall, 22 Alexandra St, Hunters Hill NSW 2110, 9879 9400, huntershill.nsw.gov.au

Hurstville - MacMahon Street, Hurstville NSW 2220, 9330 6222, hurstville.nsw.gov.au

Ku-ring-gai - Level 4, 818 Pacific Highway, Gordon NSW 2072, 9424 0770, kmc.nsw.gov.au

Lane Cove - 48 Longueville Rd, Lane Cove NSW 2066, 9911 3555, lanecove.nsw.gov.au

Leichhardt - 7-15 Wetherill Street, Leichhardt NSW 2040, 9367 9222, lmc.nsw.gov.au

Manly - 1 Belgrave St, Manly NSW 2095, 9976 1500, manly.nsw.gov.au

Marrickville - 2-14 Fisher Street, Petersham NSW 2049, 9335 2222, marrickville.nsw.gov.au

Mosman - Civic Centre, 1 Mosman Sq, Spit Junction NSW 2088, 9978 4000, mosman.nsw.gov.au

North Sydney - 200 Miller St (cnr McLaren St), North Sydney NSW 2060, 9936 8100, northsydney.nsw.gov.au

Randwick - 30 Frances St, Randwick NSW 2031, 9399 0999, randwick.nsw.gov.au

Rockdale - 2 Bryant St, Rockdale NSW 2216, 9562 1666, rockdale.nsw.gov.au

Ryde - 1 Devlin Street, Ryde NSW 2112, 9952 8222, ryde.nsw.gov.au

Warringah - 725 Pittwater Rd, Dee Why NSW 2099, 9942 2111, warringah.nsw.gov.au

Waverley - Bondi Rd (cnr Paul St), Bondi Junction NSW 2022, 9369 8000, waverley.nsw.gov.au

Willoughby - Level 4, 31 Victor St, Chatswood NSW 2057, 9777 1000, willoughby.nsw.gov.au

Woollahra - 536 New South Head Rd, Double Bay NSW 2028, 9391 7000, woollahra.nsw.gov.au

Southern Sydney Regional Organisation of Councils (SSROC) - PO Box 536, Hurstville, NSW 1481, 9330 6455, ssroc.nsw.gov.au

Northern Sydney Regional Organisation of Councils (NSROC) - 48 Longueville Rd, Lane Cove NSW 2066, 9911 3595, nsroc.org

State contacts

Action for Public Transport (NSW)
PO Box K606, Sydney Haymarket 1240, aptnsw.org.au

Bicycle New South Wales - peak cycling body in NSW, and publisher of *Australian Cyclist* magazine. Membership provides support for bicycle advocacy, discounts on Big Rides, ride insurance, 6 issues per year of *Cyclist*, a rides calendar, reference library. Level 5, 822 George Street City 9218 5400. PO Box 272, Sydney NSW 2001 bicyclensw.org.au

Cycling NSW (was NSW Cycling Fed.) Dunc Gray Velodrome, Carysfield Rd Bass Hill 2197, PO Box 7209, Bass Hill NSW 2197, 9738 5850 nsw.cycling.org.au

Ecotransit Sydney - PO Box 630 Milsons Point NSW 1565 or ecotransit.org.au

Newcastle Cycleways Movement
PO Box 58, New Lambton NSW 2304,
4944 7869

<http://users.hunterlink.net.au/~magsb>

NSW Dept. Environment & Conservation

(inc. EPA) - 59-61 Goulburn Street, Sydney NSW, PO Box A290, Sydney South NSW 1232,
9995 5000, environment.nsw.gov.au

Air pollution index update 1300 130 520
Air Pollution line (to report smoky vehicles)
131 555

NSW Police - contact your nearest police station (White Pages Business & Government "Police Service NSW") or in an emergency (fire, police or ambulance) call 000

RTA - Minister for Roads & Minister for Transport: Hon. Joe Tripodi MP, C/-Parliament House Sydney, 9228 5451

RTA - Manager Traffic & Transport, Centennial Plaza 260 Elizabeth St Surry Hills 131 782 or rta.nsw.gov.au follow links to Traffic > Bicycles

National scene

Australian Bicycle Council - Sustainable Transport Team, Australian Greenhouse Office, GPO Box 621 Canberra ACT 2601,
6274 1460 ea.gov.au

Australian Cycling Alliance - see Cycling Promotion Fund

Bicycle Federation of Australia (BFA) - peak body representing cyclist organisations in Australia. Suite 6, 6 Londsedale St Braddon ACT, PO Box 499 Civic Square ACT 2608. See bfa.asn.au for contact details on all the other State member organisations

Bicycle Industry Aust. Ltd & Retail Cycle Traders Australia Inc - assoc. of independent bicycle manufacturers/wholesalers. PO Box 233 Pascoe Vale South Victoria 3044 (03) 9376 1255 bikeoz.com

Bicycle Victoria - the largest bicycle member organisation in Australia, Level 10, 446 Collins St, PO Box 1961, Melbourne 3001, (03) 8636 8888 or free call 1800 639 634
bv.com.au

Cycling Australia - national body for racing and training accreditation, Dunc Gray

Velodrome, Carysfield Rd Bass Hill 2197,
PO Box 7183, Bass Hill NSW 2197, 9644 3002
cycling.org.au

Cycling Promotion Fund - promotes cycling in Australia by building strategic partnerships & funding and supporting campaigns which promote bicycle use. PO Box 216 Ferny Ck Vic 3786 (03) 9755 3557
cyclingpromotion.com

Mountain Bike Australia (MTBA)

National body supporting mtb racing & issues throughout Australia. PO Box 17, Mirani Qld 4754, 0416 228 016 (mob) or (07) 4959 1913 (office) mtba.asn.au

Pedestrian Council of Australia

National body for advocacy for pedestrians. Harold Scruby 9968 4544 PO Box 500 Neutral Bay. walk.com.au

Railtrails Australia - PO Box 302 East Melbourne Vic 8002, (03) 9306 4846
railtrails.org.au

Global contacts

London Cycling Campaign (LCC) - Unit 228/30 Great Guildford St London SE1 OHS 020 7928 7220 lcc.org.uk

Cyclists' Touring Club (CTC) - lead organisation in the UK campaigning for cyclists' rights. Cotterell House 69 Meadow Godalming Surrey GU7 3HS UK 087 0873 0060 ctc.org.uk

European Cycling Federation - working for a network of cycle routes across Europe. Hold the Velo-City conferences, produce European Cyclist. c/o ADFC, Grünenstrasse 120, 28199 Bremen, Germany. See ecf.com

Rails to Trails Conservancy - US organisation with 100,000 members - successfully building rail trails throughout the US. Over 21,000km and 1,359 different trails built since the 1960s and another 1,100 identified! See railtrails.org

Sustrans UK - working on practical projects to encourage people to walk and cycle more (i.e. sustainable transport) including National Cycle Network and Safe Routes to Schools projects. See sustrans.org.uk

Worldwide Critical Mass Hub - the most complete guide to local Critical Mass sites around the globe. See critical-mass.info

What the maps show

The key map on pp. 44-46 shows the location of each of the 48 detailed Bike-it!™ maps. The maps act as a guide to route selection and have been developed with a great deal of local cyclist input to show suggested cross-town routes for (primarily) inexperienced cyclists or those not wanting to battle it out with traffic.

Rather than just show completed sections of marked bicycle facilities (as is done with other government agency and/or local council bike maps), the Bike-it!™ approach is to suggest the best available complete cross-town route, so as to ensure that there is connectivity from origin to destination (or “A” to “B”). This may necessitate in some cases including busier streets where there is no other practical low-stress alternative.

Of course you can jump from one route to connect with another, depending on your origin and/or destination. Priority has been given to cross-town routes which seek to connect the quieter back streets, have the least traffic and avoid unnecessary hills.

Other factors are: lower traffic speeds; directness (within 150% of straight line route); as few as possible complicated or high stress intersections and route connections to destinations such as schools, transport interchanges, shops and places of work.

It must be stressed that the suggested routes are not necessarily along constructed cycleway facilities or on marked bike lanes. Rather, they are route suggestions based on the (relatively subjective) judgement and experience of local cyclists. They make use of the existing road conditions and traffic environment. Where constructed bicycle facilities are in place and meet the above criteria and are well used by cyclists, then the route selected may use part(s) or all of the facility. The suggested routes mostly avoid the “car-door” shared shoulder lanes commonly marked on Sydney’s 12.8m wide roads.


New mapping features

Where a suggested route crosses at intersections, freeways or railway corridors, the detail for this has been shown with emphasis on the cycle route or pathway rather than the typical street directory road-based heirarchy. New features now shown on the maps include: the location and name of all bike shops, bike lockers, child cycling circuits, marked shared pathways, schools, shopping precincts, council offices, skate parks, and car-share vehicle sites. The maps now show alternate routes to avoid traffic or hills, and the type and location of access to CityRail stations.

It is not intended for the maps in this publication to replace the need for a street directory. The mapping has been specifically prepared with the minimum of additional information, so as to accentuate cycling routes. Thus, to find a particular street you may find it useful to refer to a detailed street directory (refer p.33).

The suggested routes show where you can get through on a standard “safety” bicycle (i.e. two wheels). However, in some cases you will need to get off the bike and lug it up steps (with step numbers indicated, where recorded) or lift it over a barrier. Unfortunately, this is part and parcel of what a Sydney rider often needs to do to avoid the traffic and poor road design. Many of the off-road cycleways and shared pathways in Sydney have bollards or other chicanes and devices to deter errant car drivers and motorbike riders. In some cases, (particularly if they were put in a while ago) the clearance does not allow you to easily ride through (or get though at all on some of the galvanised mazes), if riding a recumbent, hand-cranked trike or towing a trailer. It is hoped that with riders reporting to Councils and RTA of these locations (with copy to feedback@bike-it.com.au appreciated), that access to these pathways can be improved and standardised, and that future Bike-it!™ mapping can show in all instances the actual clearances to allow the passage of trailers and trikes.

Back-street routes

This is the basis of the Bike-it!™ maps. It shows a suggested route to ride to your local shops, school, ferry wharf or train station. The routes utilise as far as possible quiet streets, off-road pathways and high quality on-road bike facilities. Topographic constraints, the absence of a reasonably direct route, or densely trafficked areas may necessitate in some cases including busier streets where there is no other practical low-stress alternative. These are shown as a striped line,  rather than solid.


Connecting routes

A number of the green coloured back-street routes link together to form coherent cross-town journeys. These are indicated in the maps by a purple line and a shield containing a letter between A and P. (Note that there is no route "I", to avoid confusion with the numeral "1", or "O" to be confused with the numeral "0").

- A** - Chatswood to Botany via North Sydney and Sydney CBD
- B** - Balmain to Kyeemagh via Stanmore
- C** - Deniston East to Kingsford via Sydney Uni
- D** - Concord to Bondi Beach via Pyrmont
- E** - Rose Bay to CBD via Kings Cross
- F** - Bronte to Ashfield via Newtown
- G** - Canterbury to Coogee via Tempe
- H** - Woolloomooloo to St Peters via Surry Hills
- J** - Bondi Junction to Maroubra via Coogee
- K** - Edgecliff to Hillsdale via Centennial Park
- L** - Kingsgrove to Kyeemagh, Botany to Maroubra
- M** - Lilyfield to Kingsgrove via Dulwich Hill
- N** - Ryde to Manly via St Leonards
- P** - Castlecrag to Canterbury via Lane Cove

There are also two themed blue routes: route "1" linking the terraced main streets in an arc from east to west (the "Cafe Crescent") and route "2" linking the University of Sydney and University of NSW ("the Campus Connector").

Navigating lights & crossings

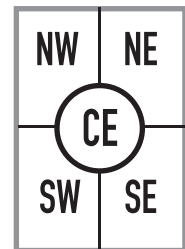
A circle symbol in the colour of the route as shown:  used to indicate at an intersection with traffic lights, where a suggested route involves going from an on-road situation to the footpath or vice-versa. If you are crossing the intersection at traffic lights but not on the road, you are required to walk your bike (except where there is a specific bicycle lantern crossing). The symbol is also used where a road crossing at a refuge or pedestrian crossing requires you to dismount to cross. If you ride up to the lights and they are red, in most situations you can wait till the lights change then ride straight ahead to the nearest kerb ramp. If turning right and staying on-road, a hook turn can be used.

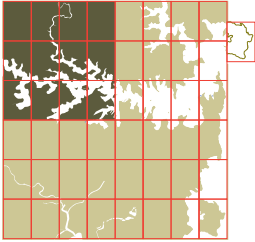
One-way streets & footpaths

For some of the routes along busy roads, or where there is a one-way street, an off-road route using the footpath is suggested. You may have to dismount and walk your bike if the route is not designated as a shared route, if there is no cyclist contra-flow lane, or contra-flow by cyclists is not excepted. (Note that riders accompanying a cyclist under 12 can legally ride on the footpath). Where appropriate, a pair of routes (one for each direction) is shown for navigating parallel one-way streets.

Reference grid

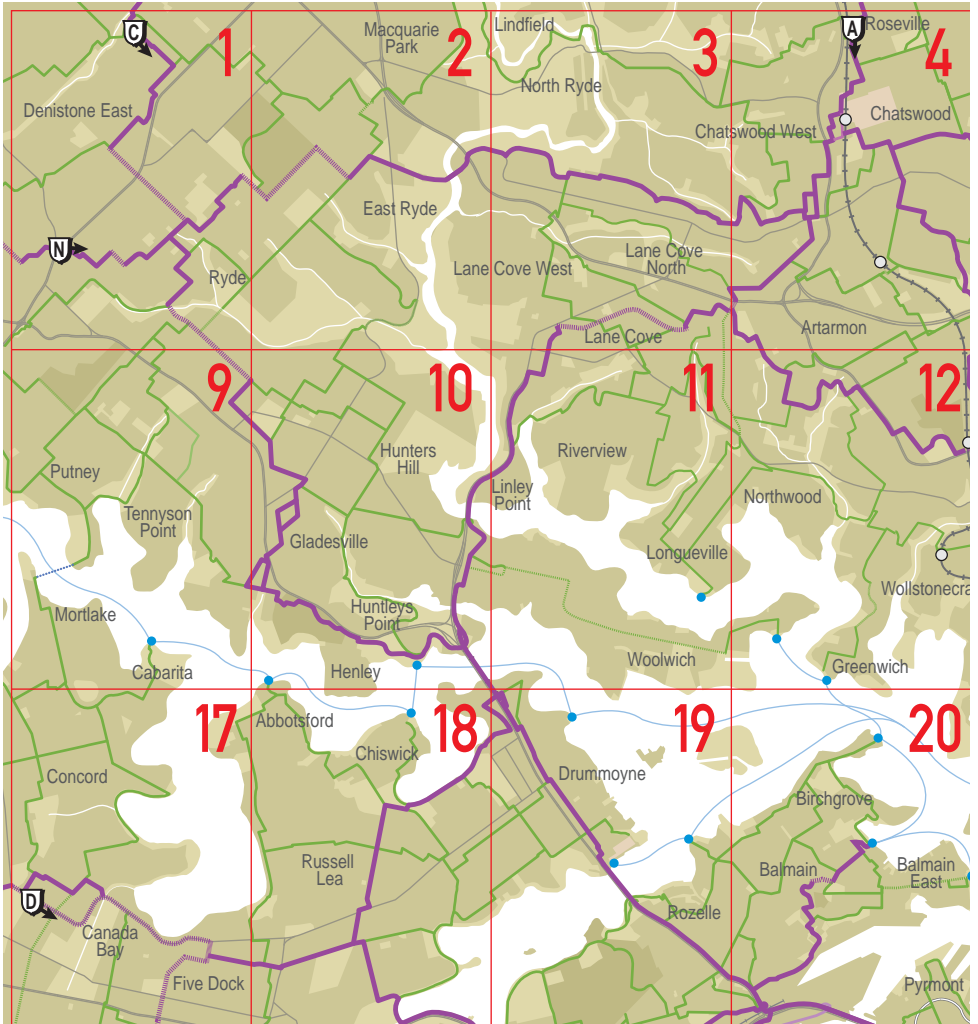
The location of features such as bike shops, destinations, etc. are referred to in the text using the map number and in which section of the map the feature is located, as follows:
 NE - north east
 NW - north west
 SE - south east
 SW - south west
 CE - central
 as shown opposite.

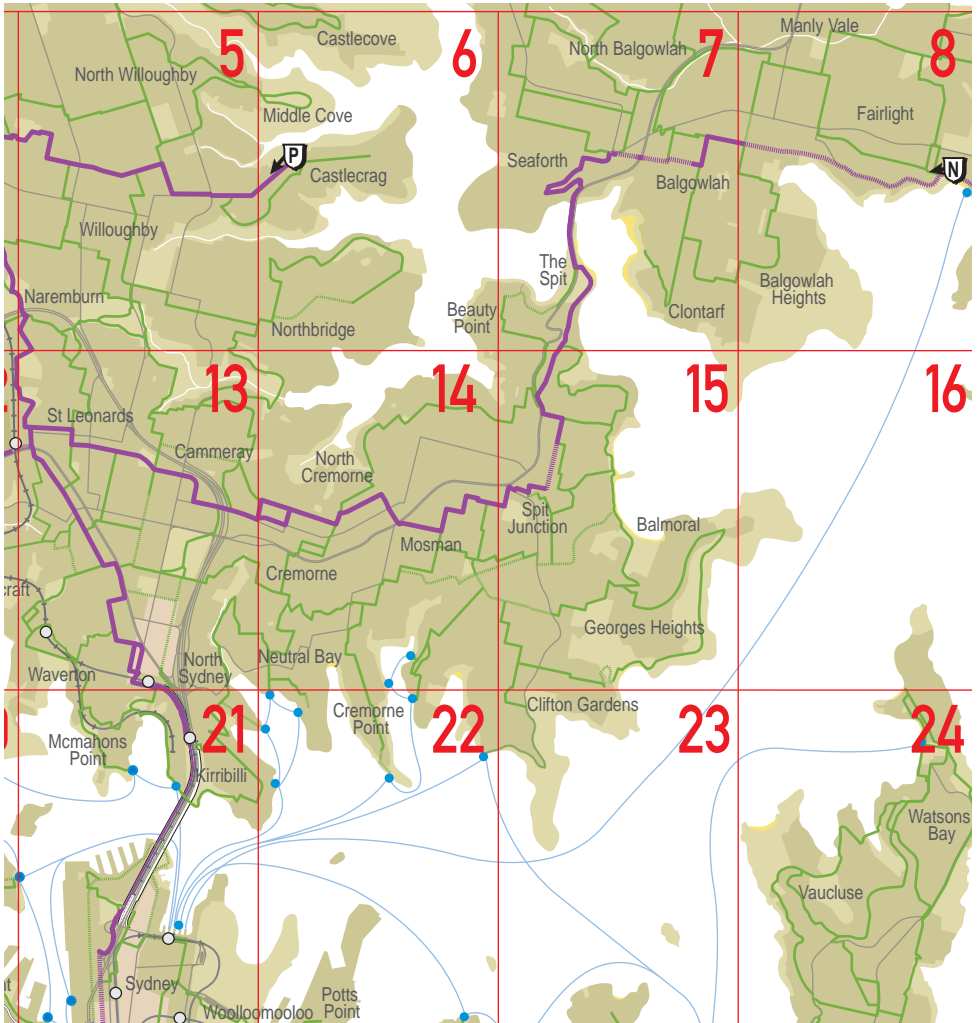
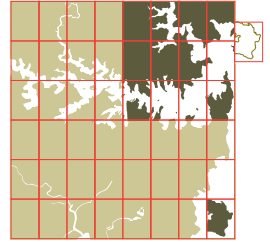




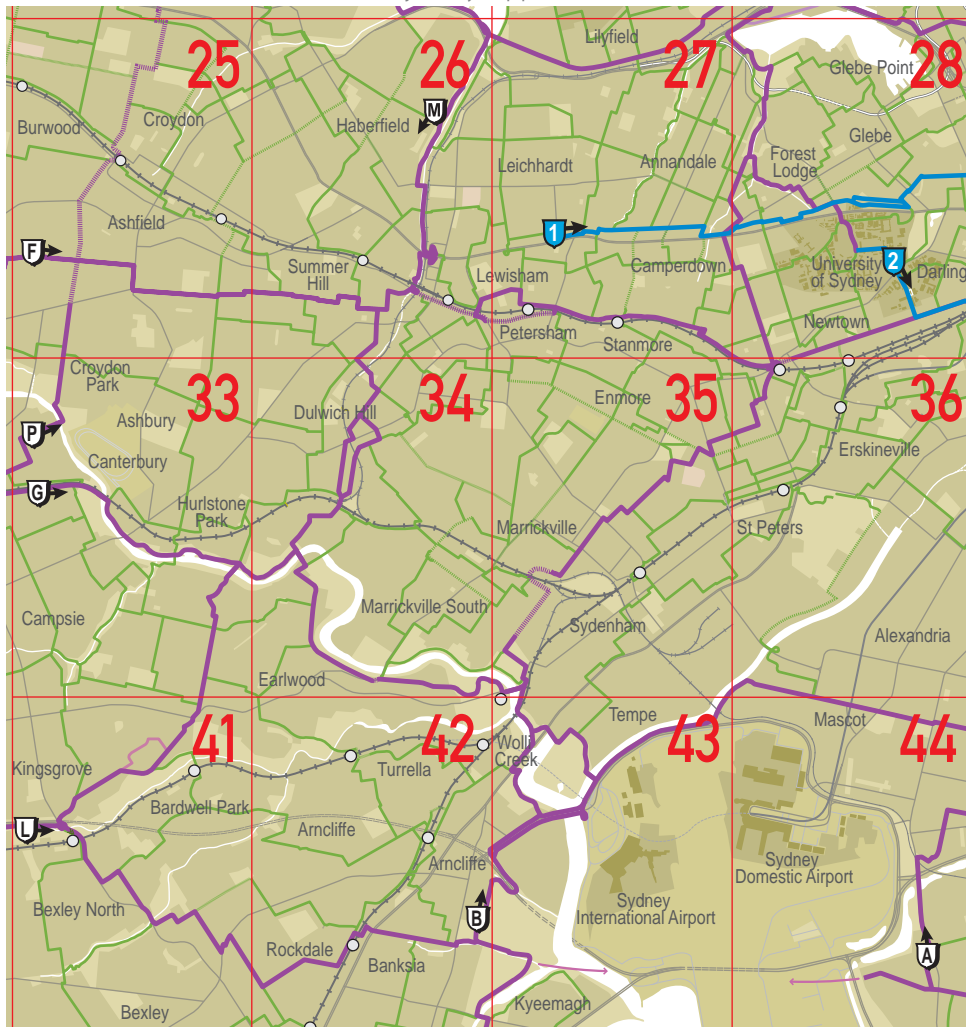
legend - key maps

- Connecting back-street routes A-P
- Suggested theme routes 1-2
- Back-street routes
- Route markers
- CityRail line and station

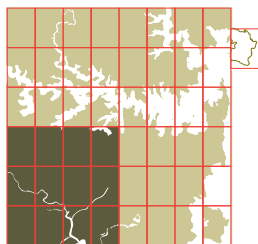


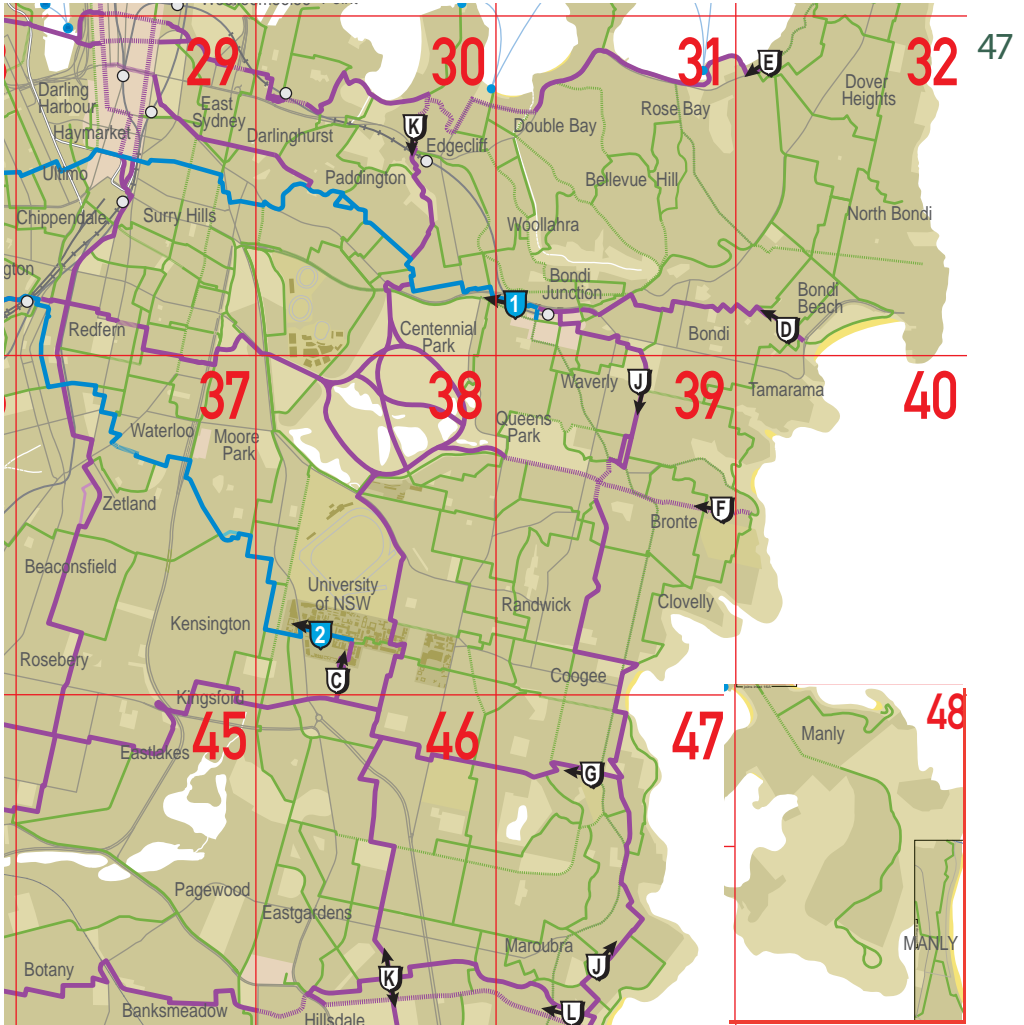


46

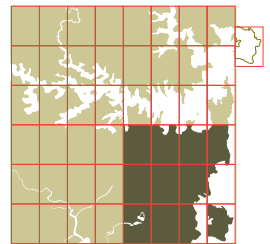


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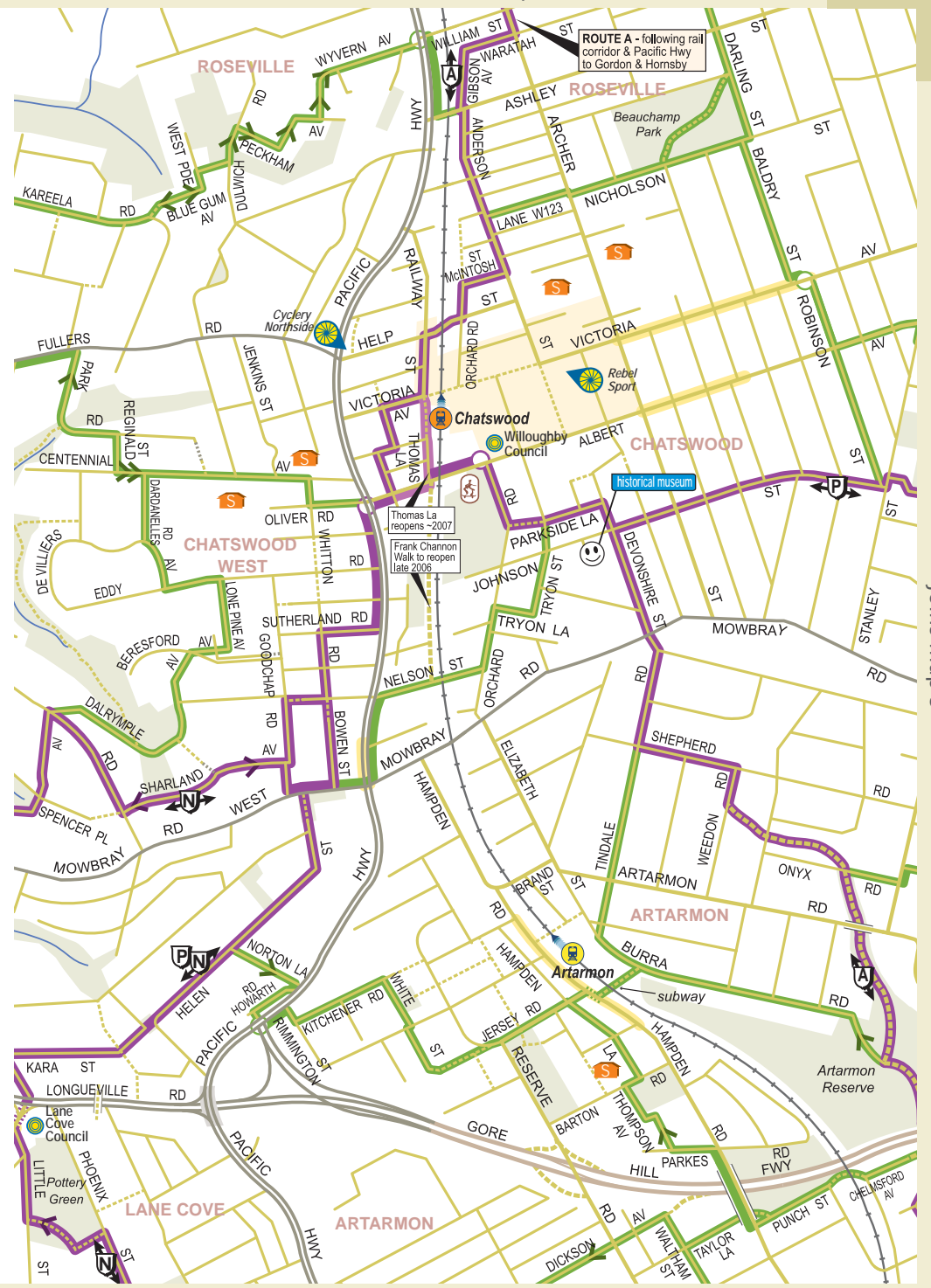


limit of maps

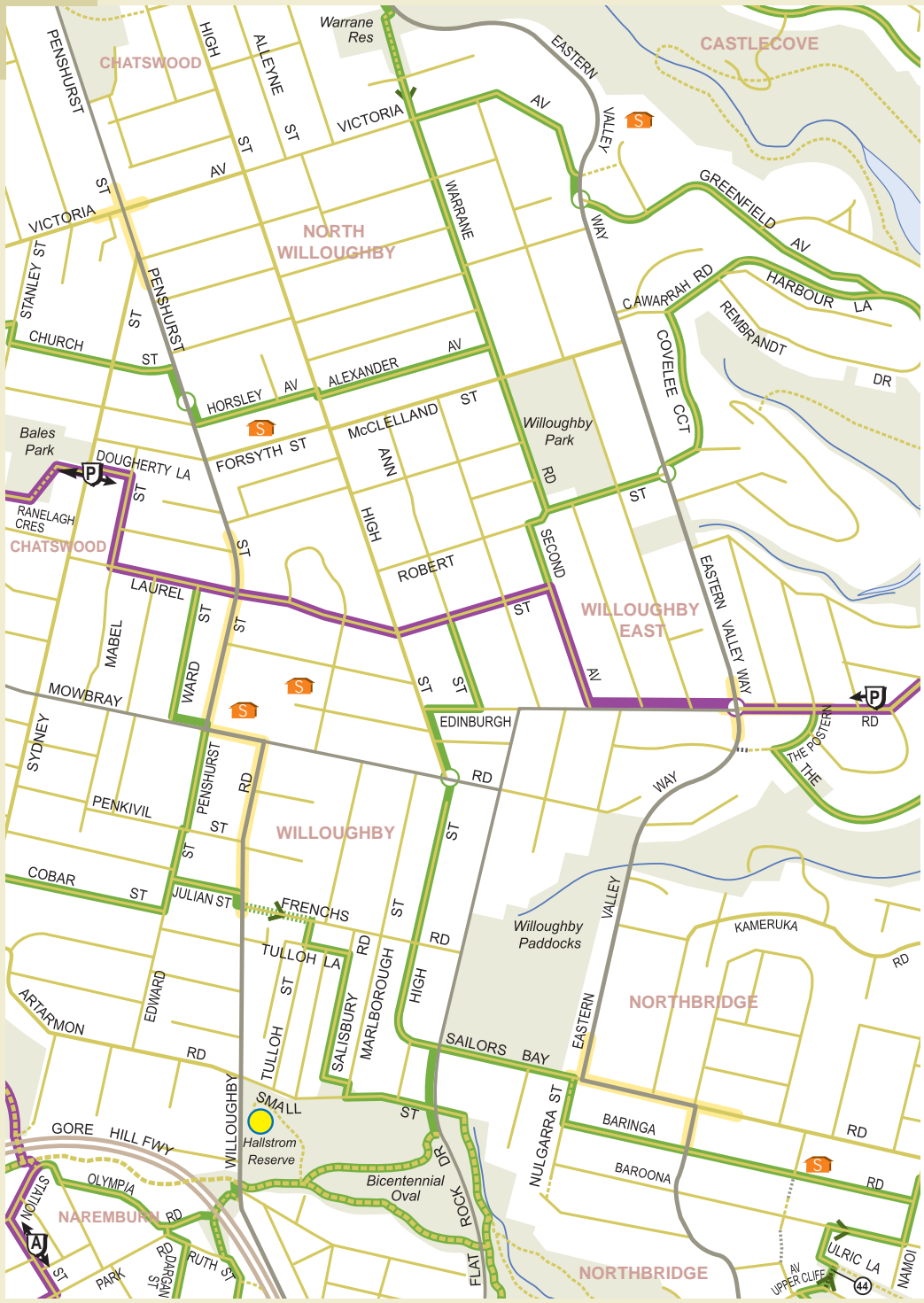
joins map 3



joins map 2



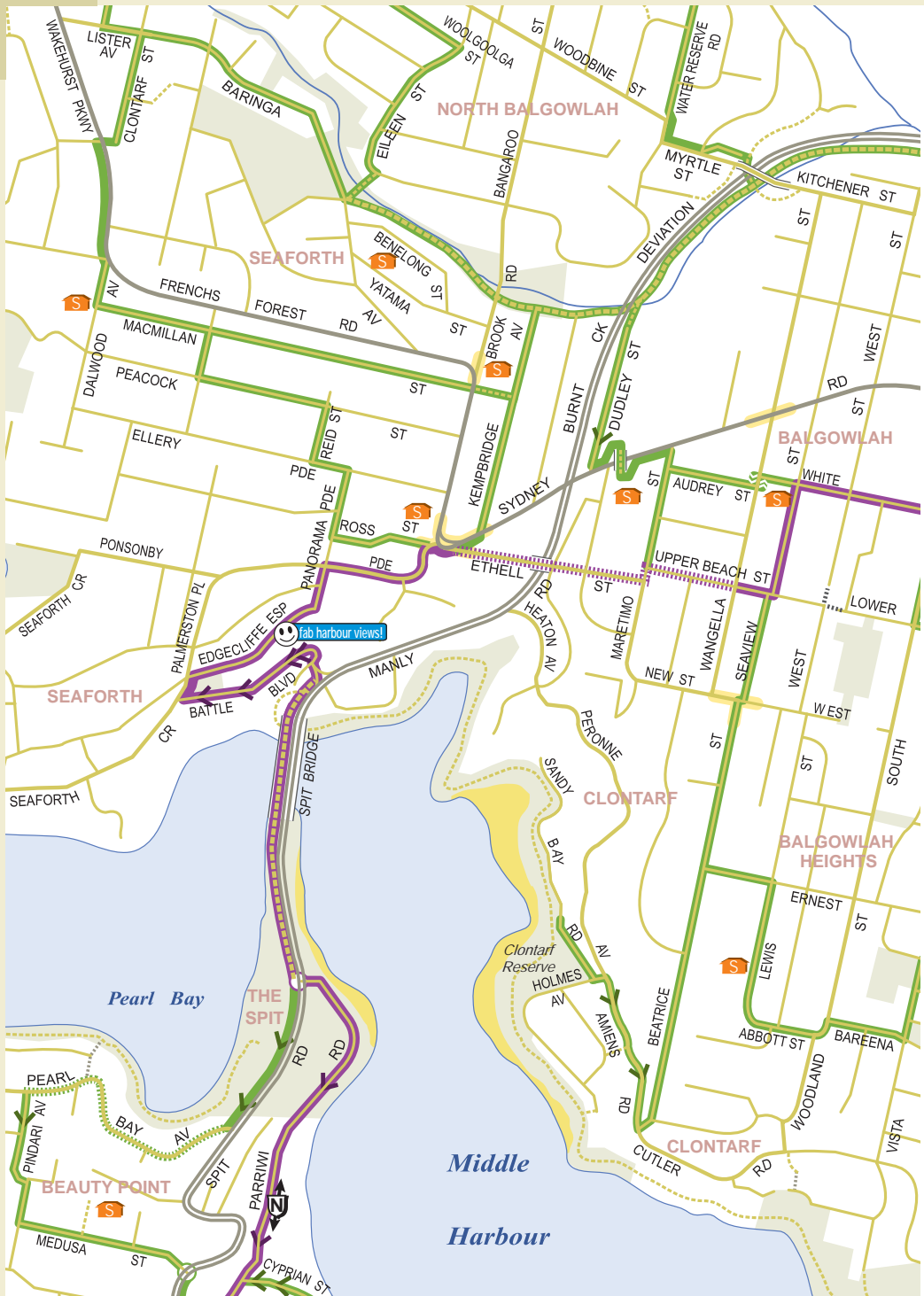
joins map 5



joins map 4



joins map 7

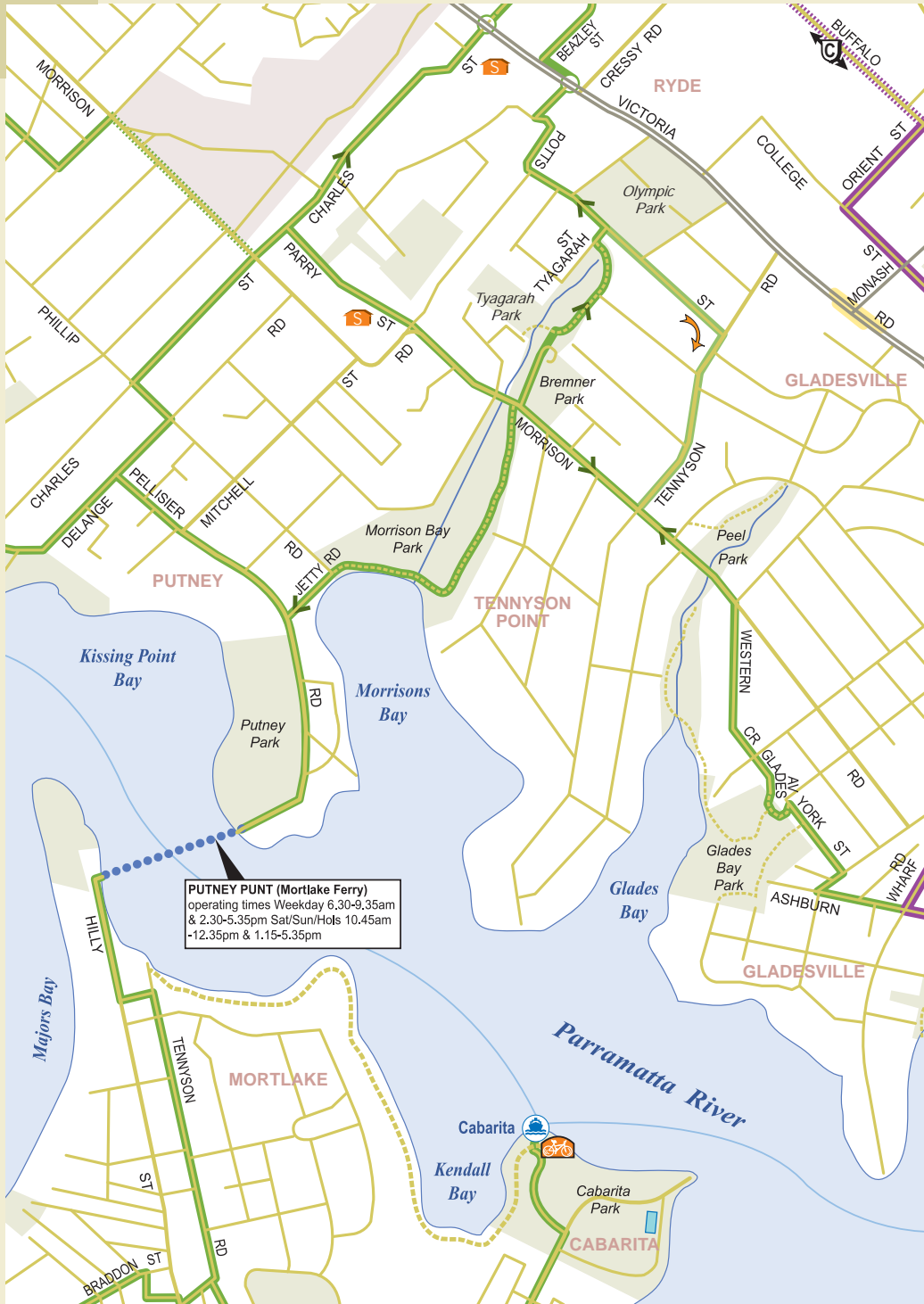


joins map 6



joins inset map 48

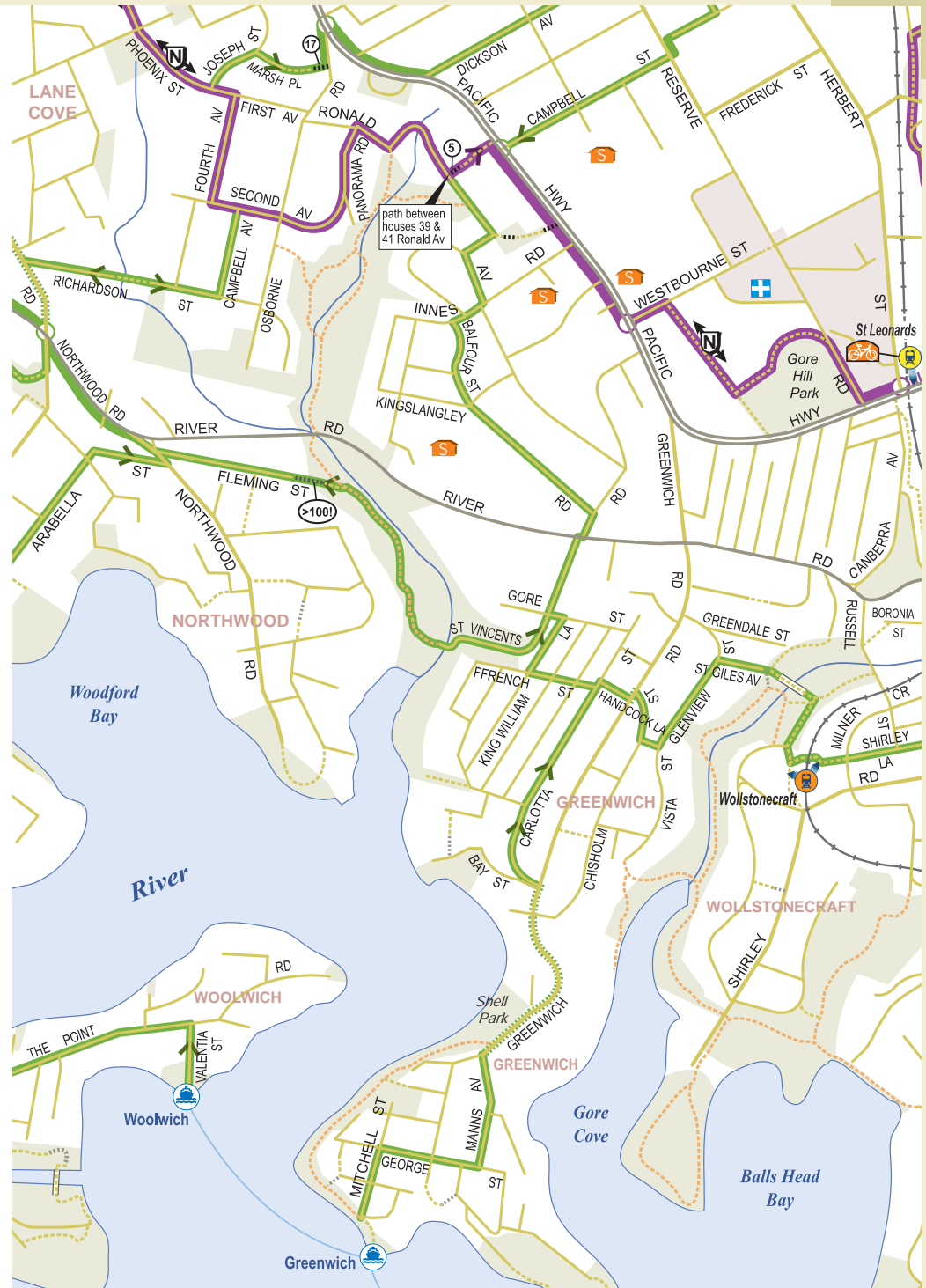
joins map 48

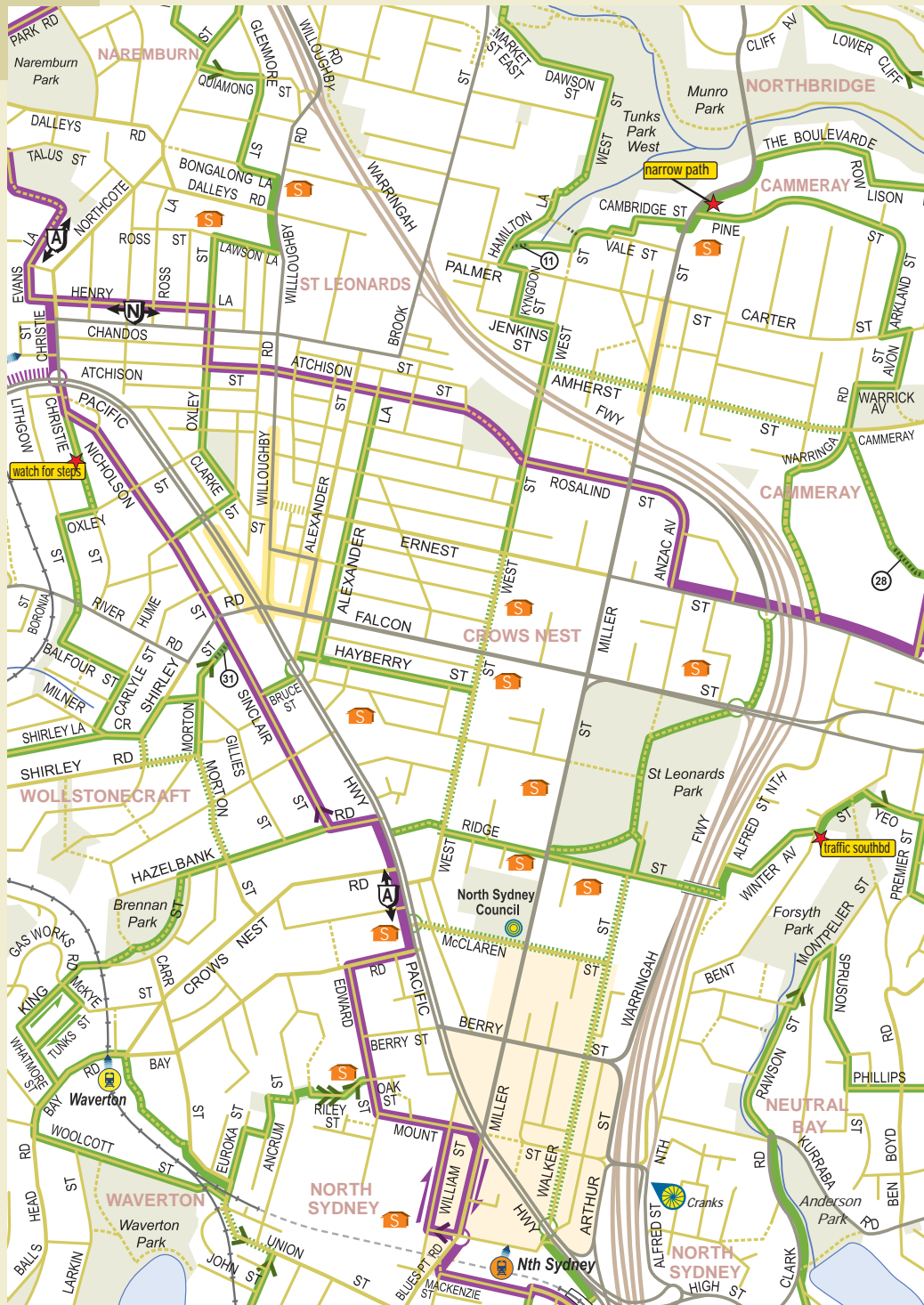


limit of maps



joins map 11





joins map 12

joins map 15



joins map 14

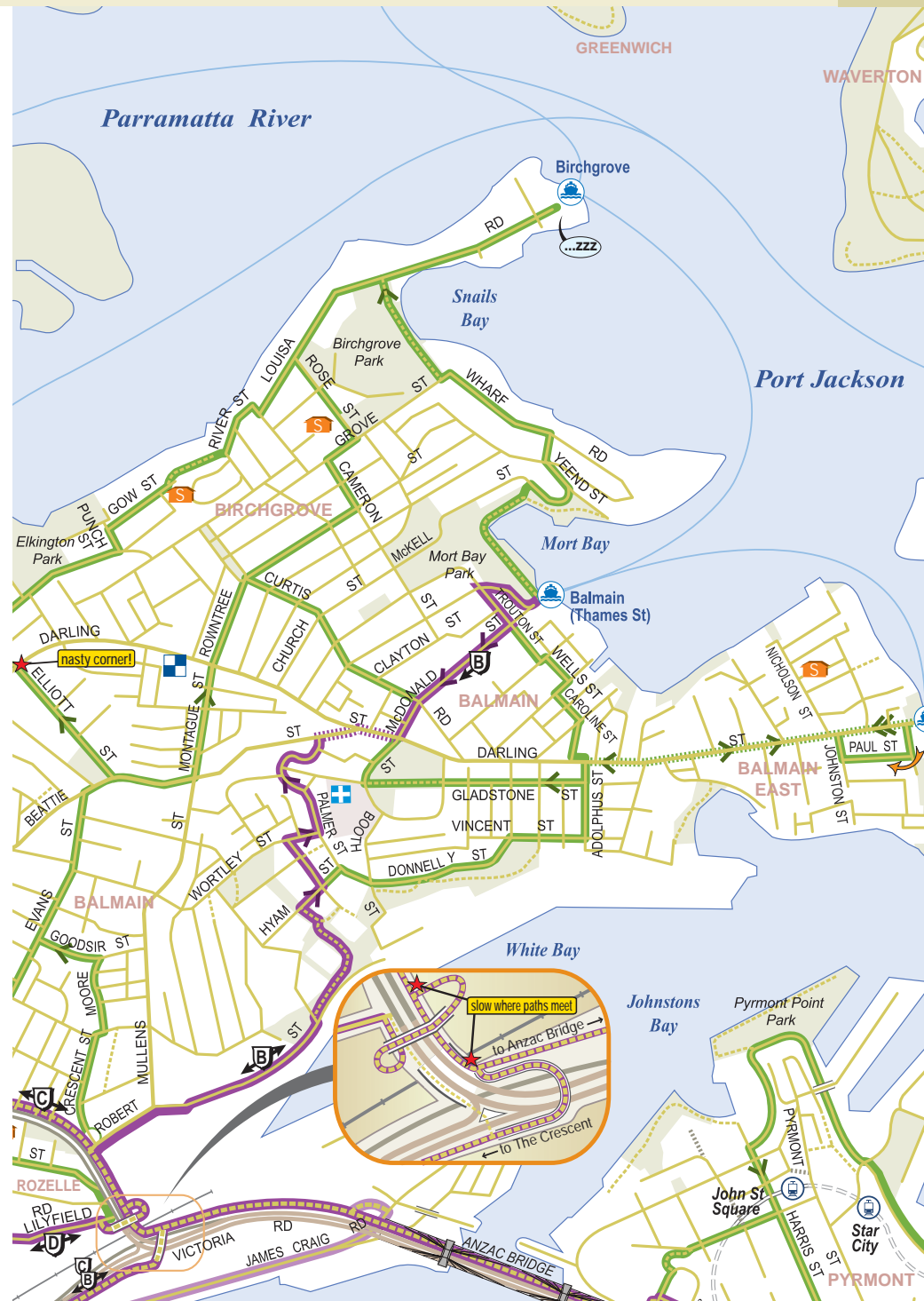
limit of maps



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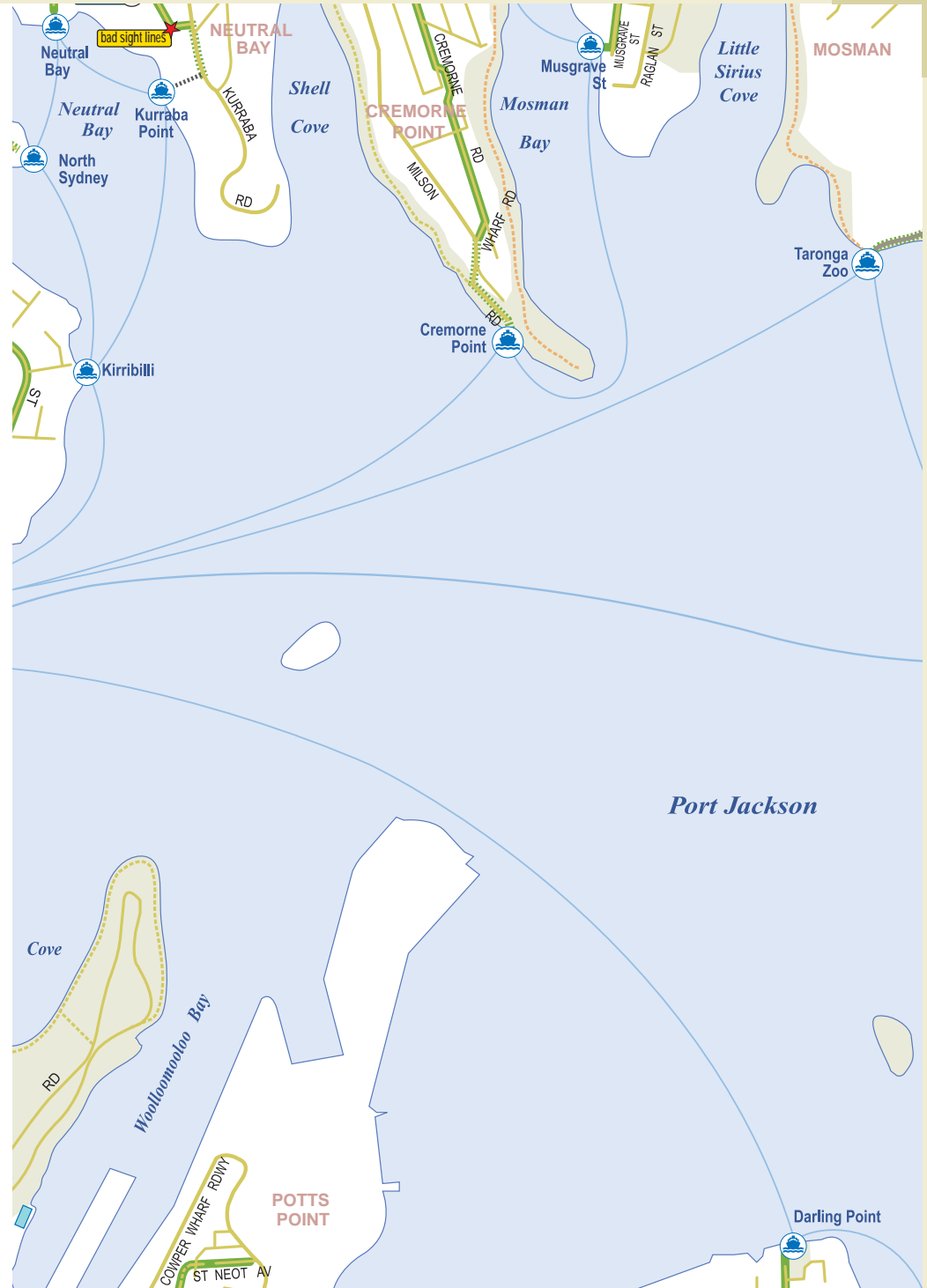


joins map 19



joins map 18

joins map 21





joins map 22

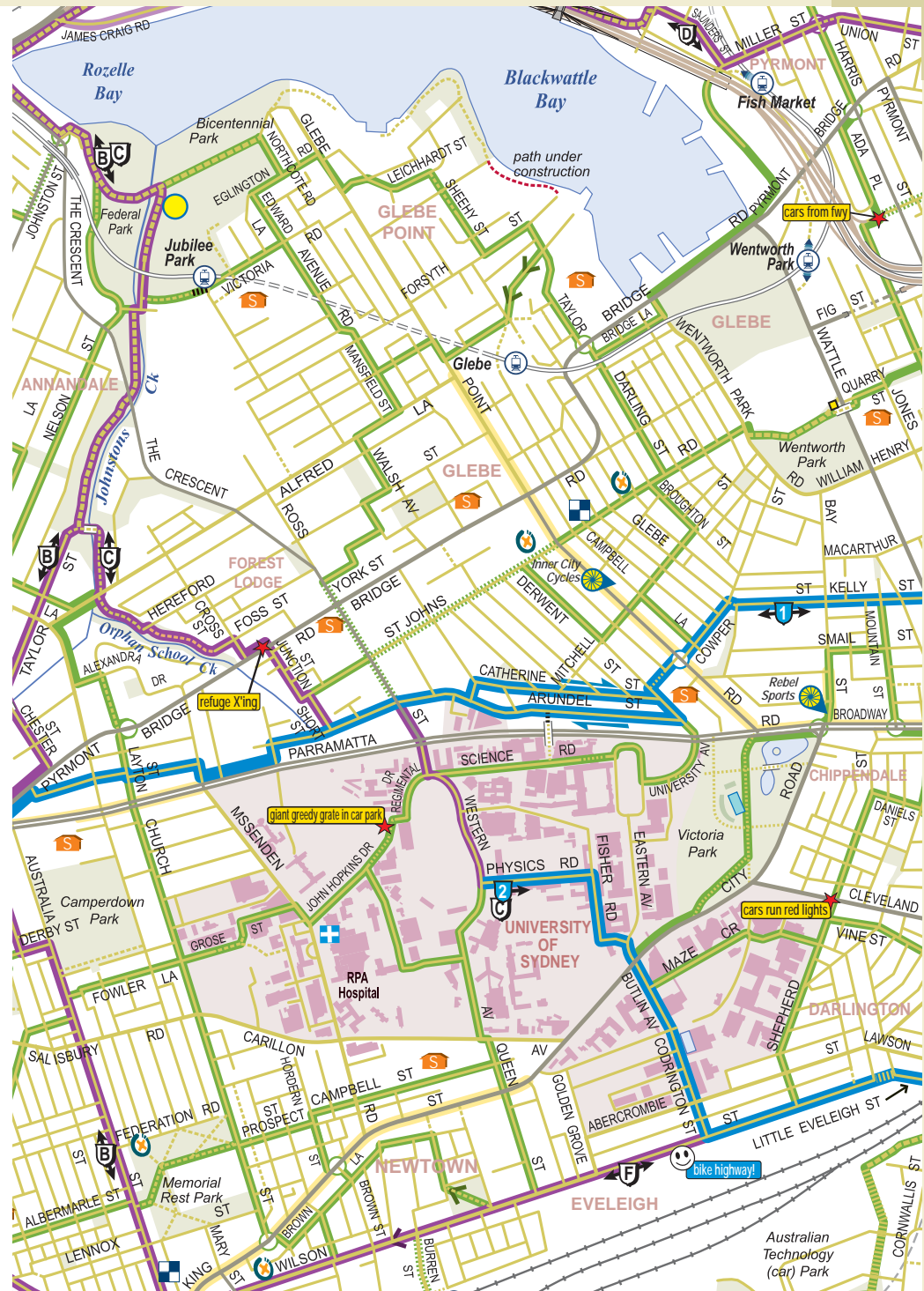
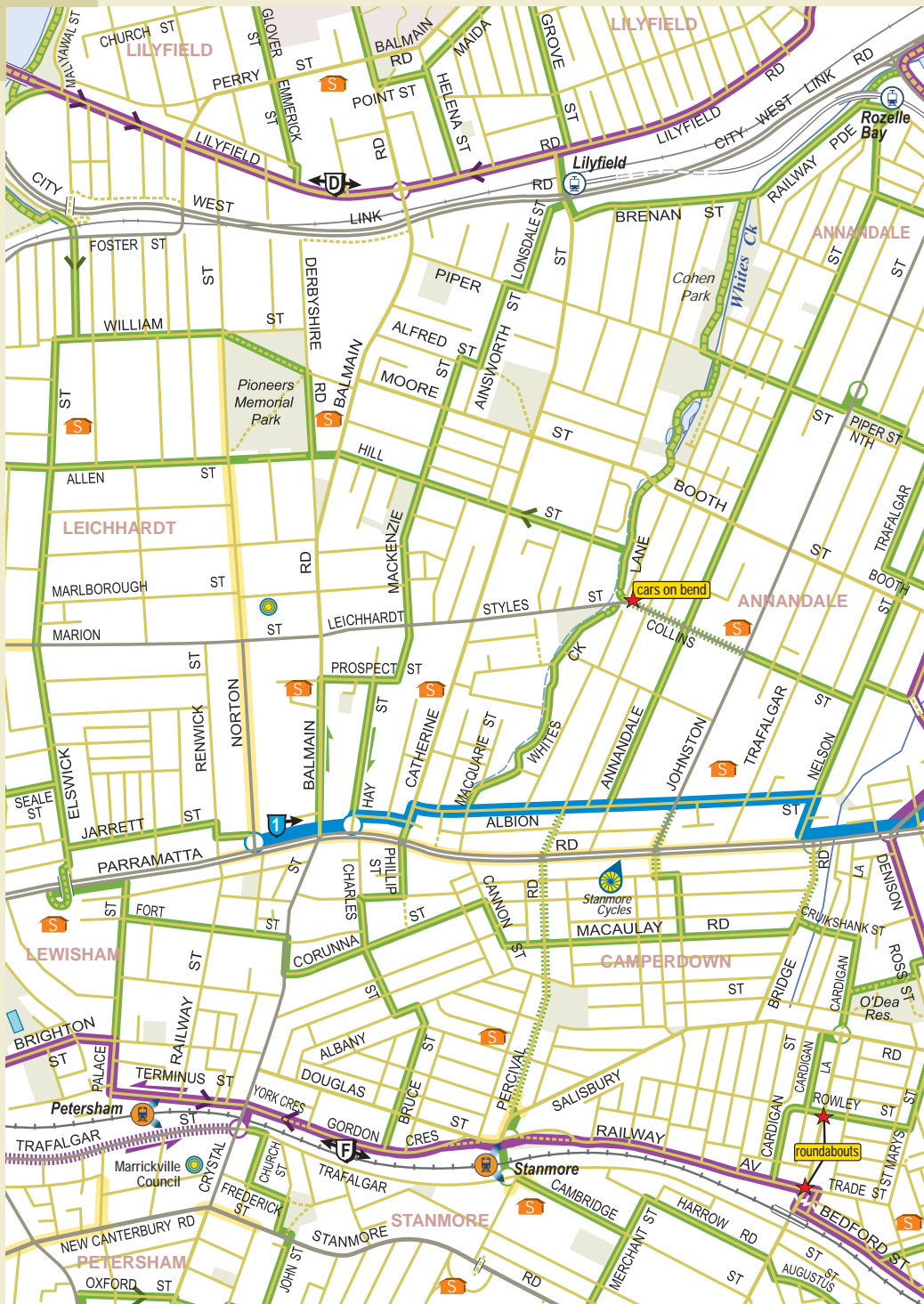


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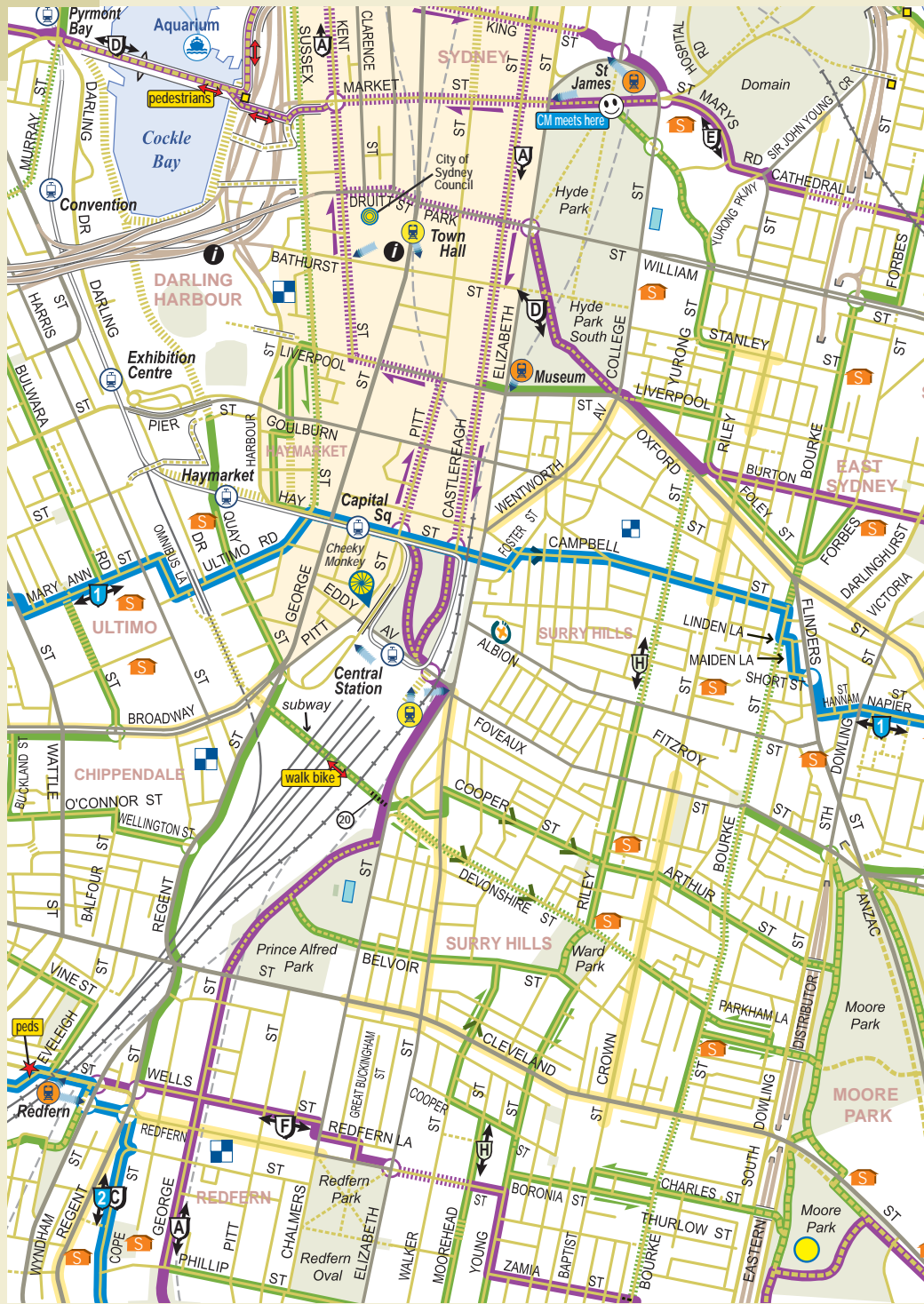
limit of maps

joins map 27



joins map 26

joins map 29



joins map 28



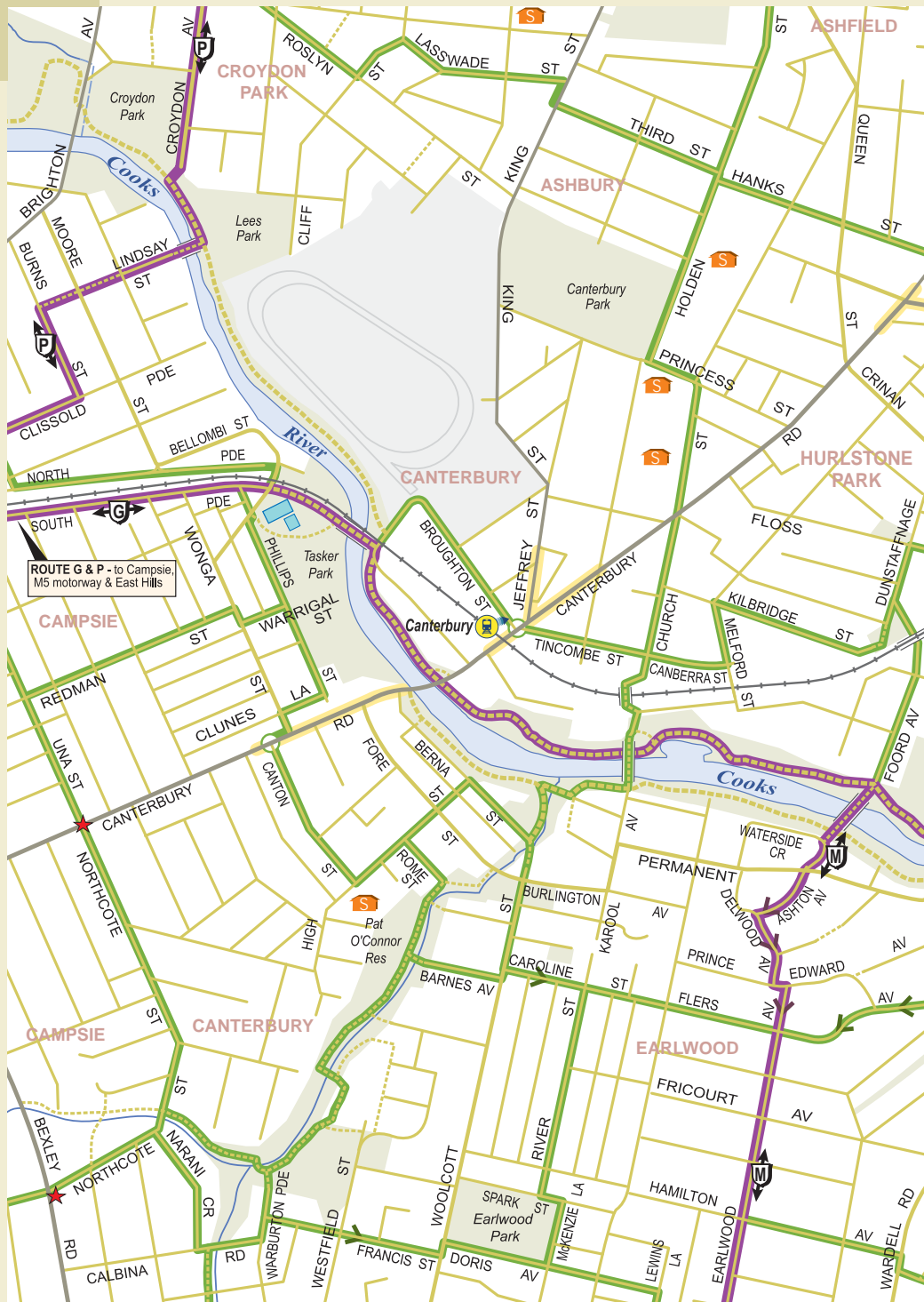
joins map 31



joins map 30



limit of maps



limit of maps

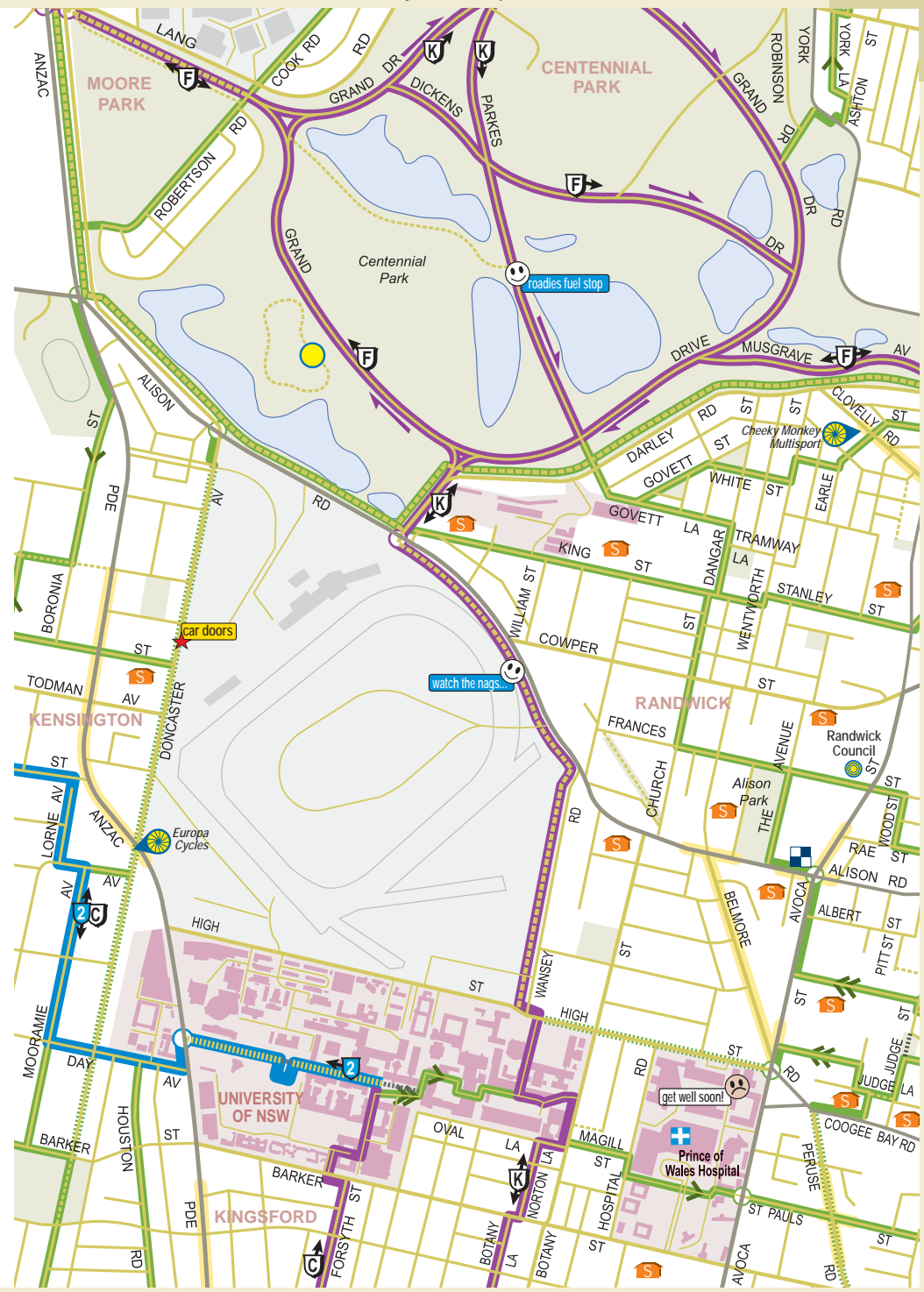


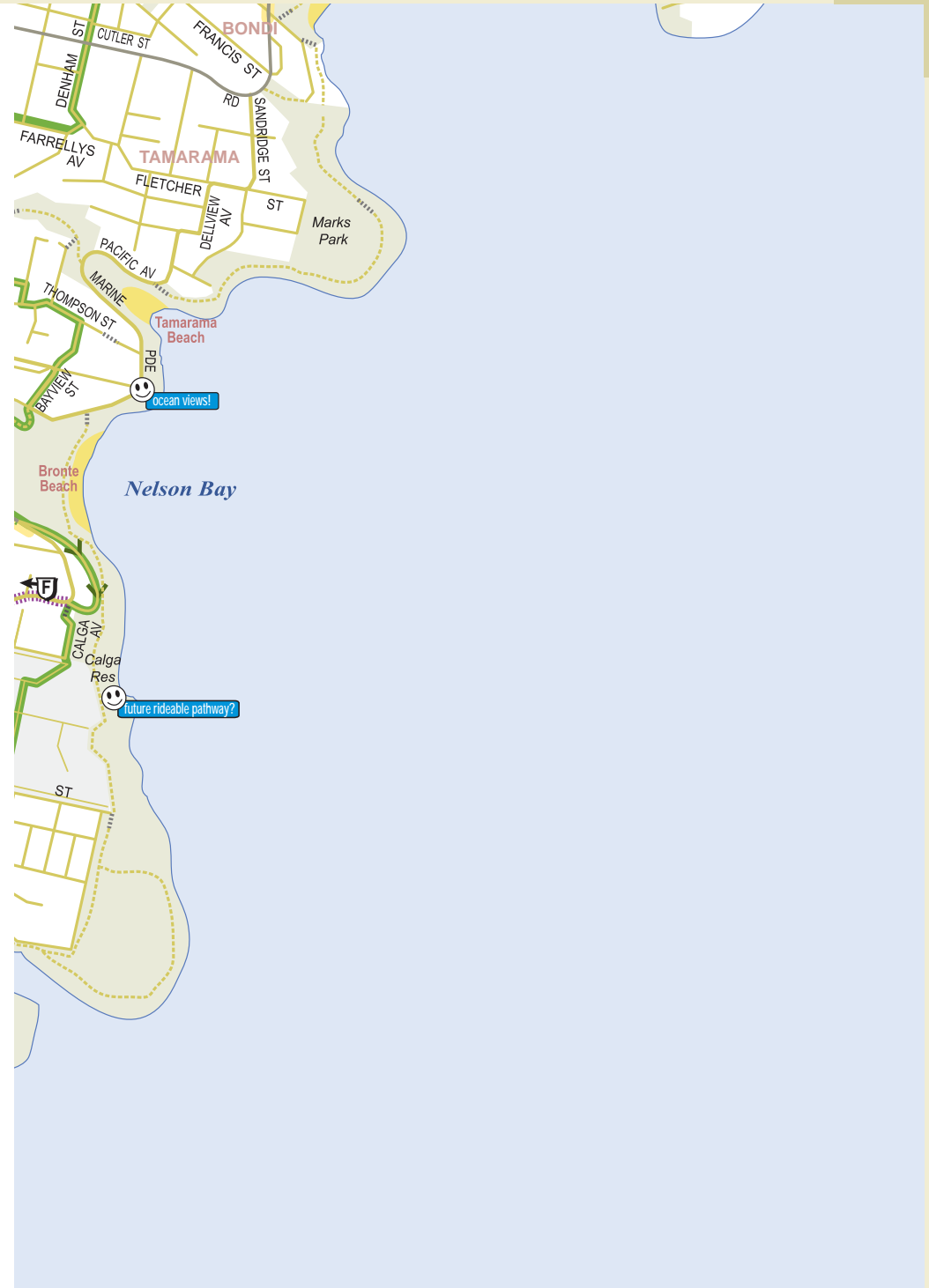
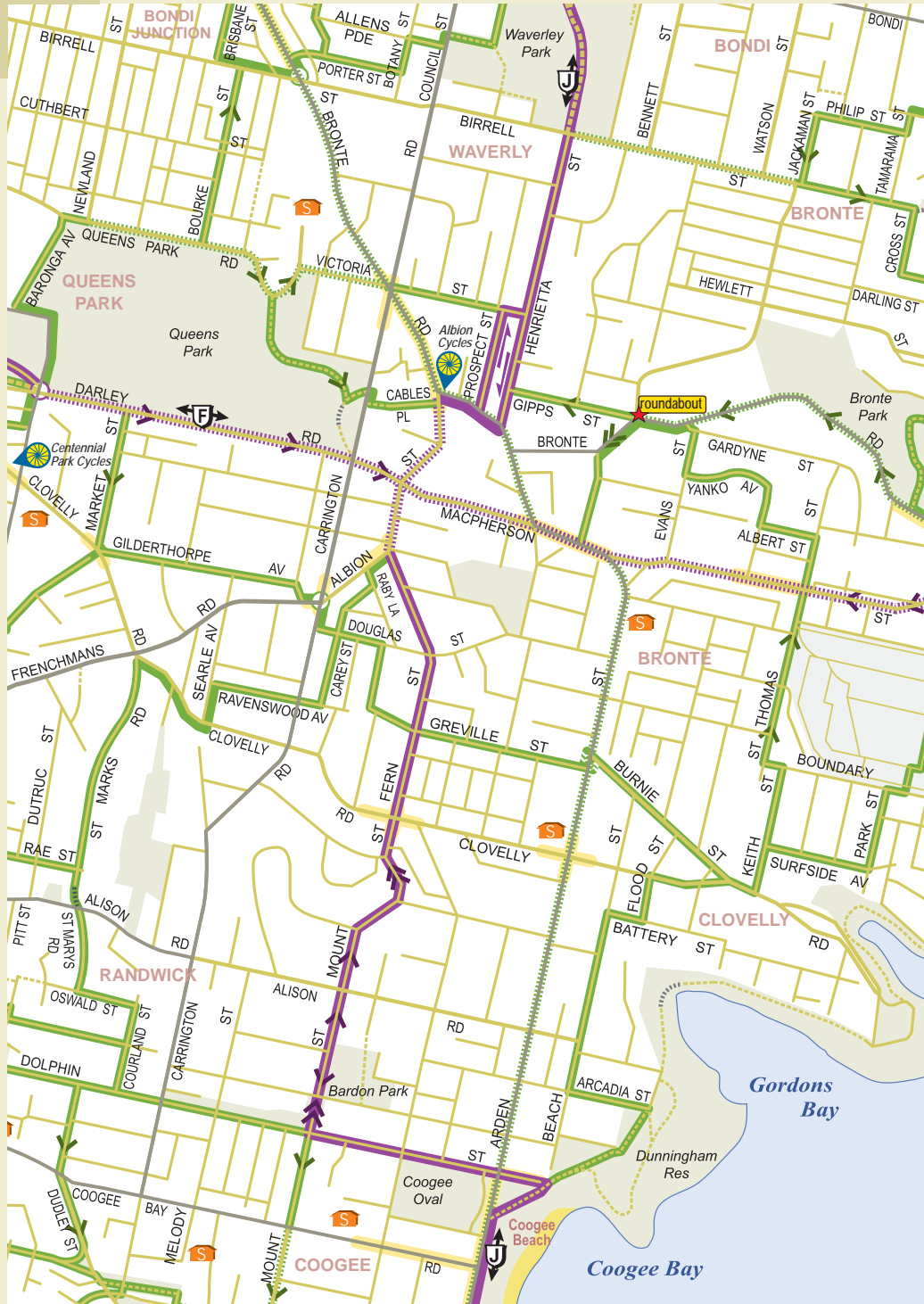
joins map 35



joins map 34

joins map 37





joins map 38

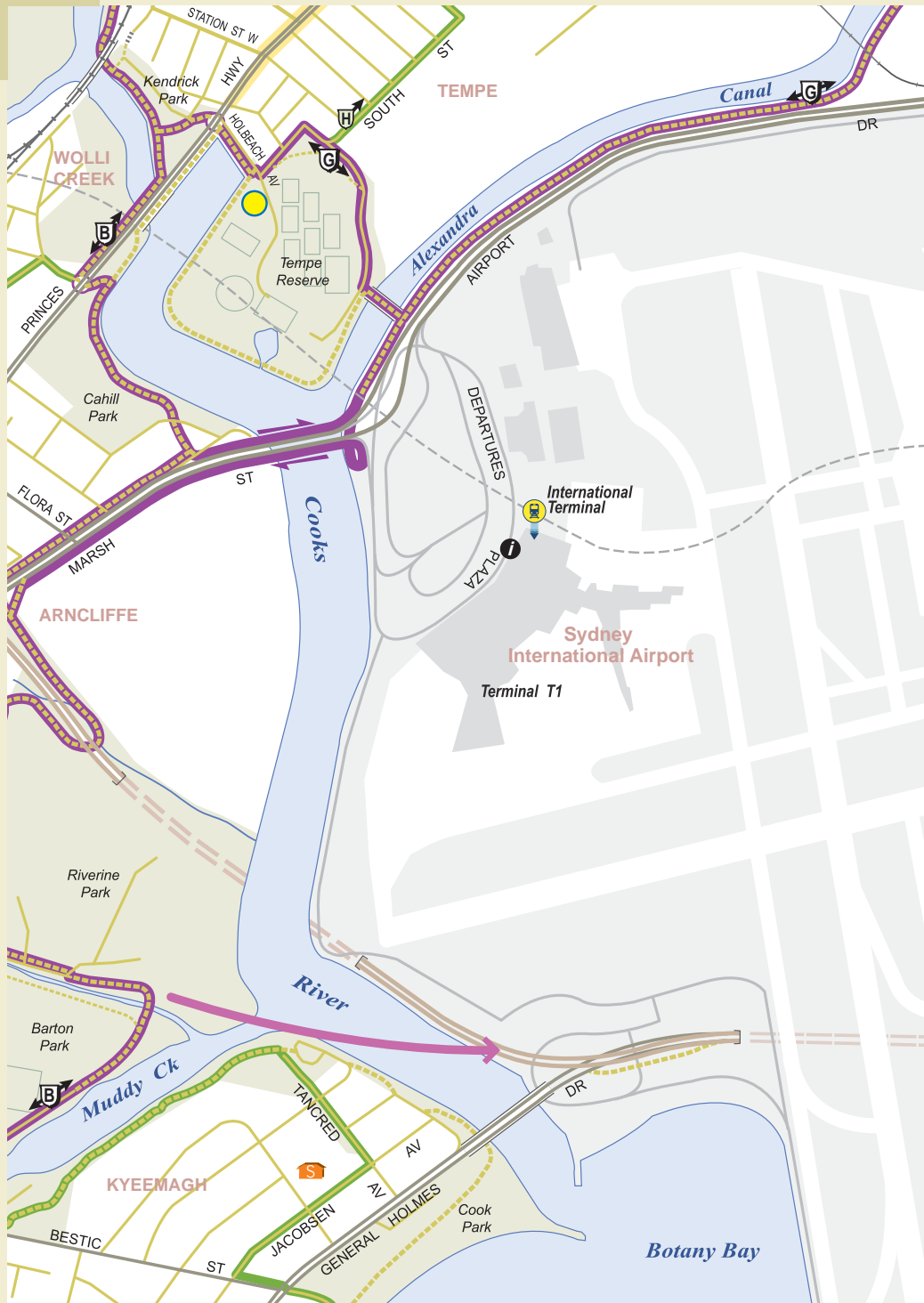
limit of maps



limit of maps



joins map 43



joins map 42

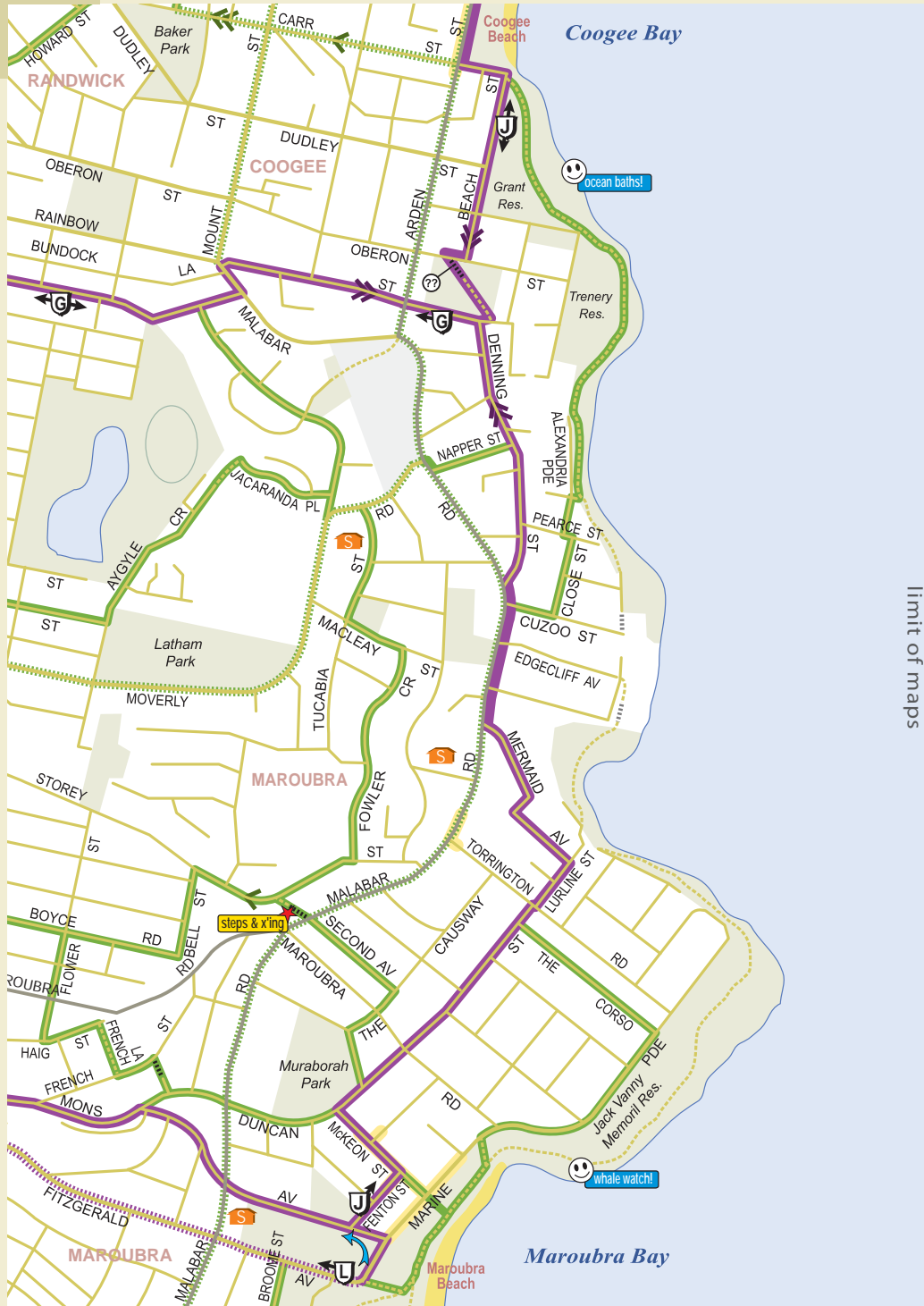
joins map 45



joins map 44



joins map 47

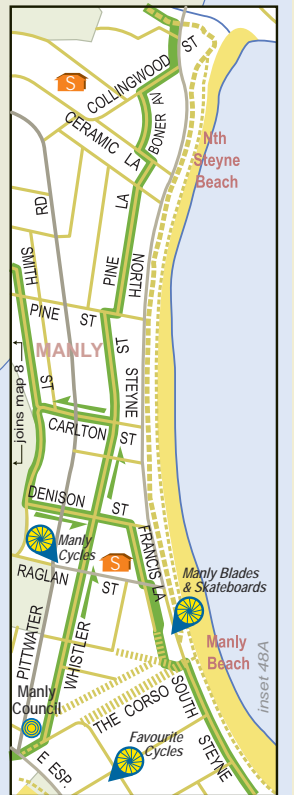



joins map 46

limit of maps

joins map 16

limit of maps





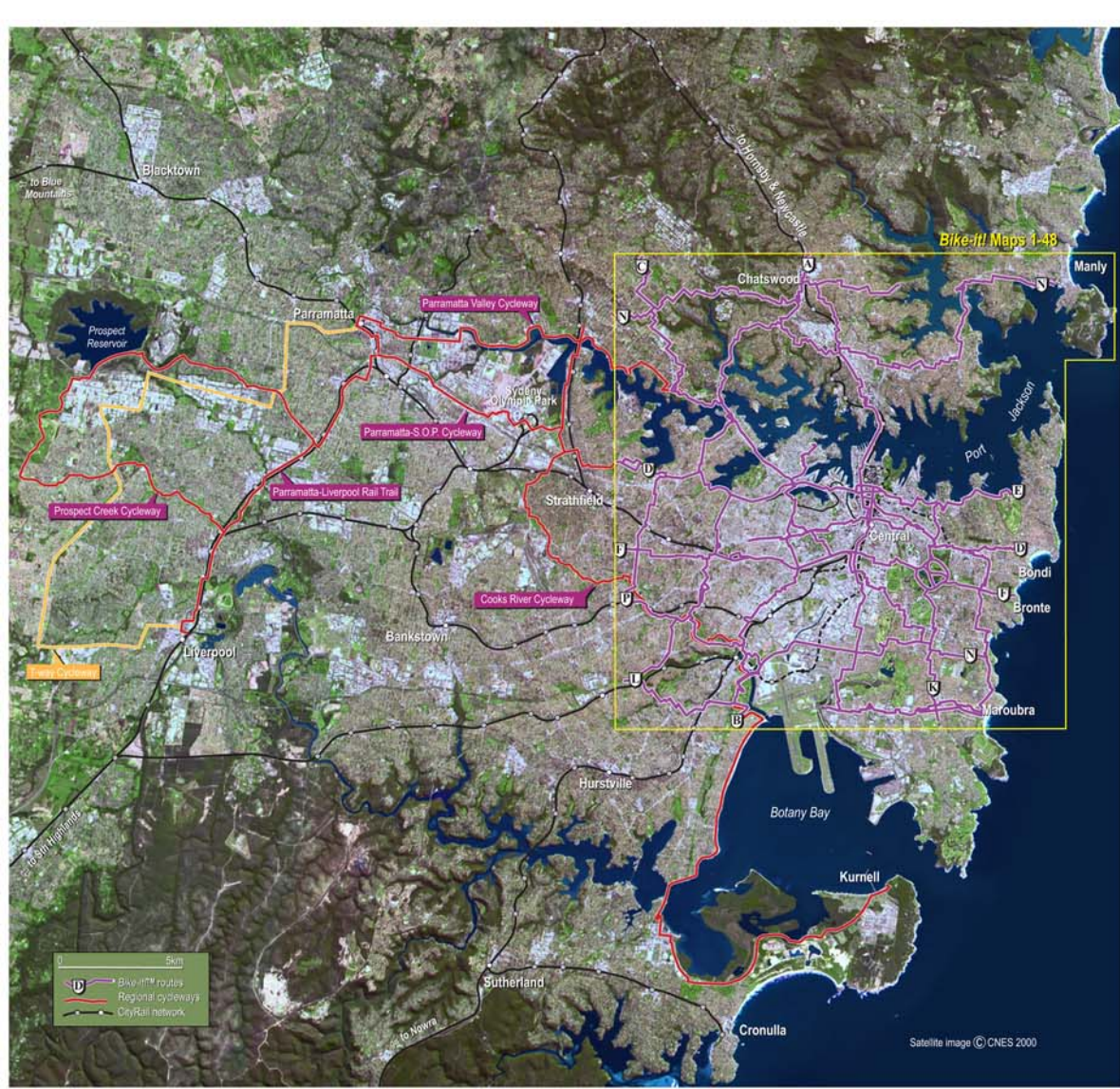
Sydney Olympic Park Becoming one of Sydney's, and Australia top cycling destinations where you have it all (including downhill MTB events!). From Crane, St Bike-it!™ route "D" (map 17) continue Patterson St, Concord Rd footpath, left into Princess Av, right into Queen St, left at Pomeroy St roundabout, then right onto the pathway at Powells Ck bridge and follow this to SOP. There you'll find over 100km of off-road cycleways and good quality on-road bike lanes. Get yourself dizzy on the spirals, or go one of the three SOP Bike Safaris (see p 34). Bike hire is available. For more phone 9714 7888 or see sydneyolympicpark.com.au



Parramatta to Liverpool Rail Trail Here is 17km of mainly off-road cycleway, which is an easy ride as there are always gentle grades, plenty to do and see along the way and it passes Cabramatta where you are spoilt for restaurant choice. See rta.nsw.gov.au Bicycle Riders > Bicycle Maps > Rail Trail for map and brochure to download.

Cooks River Cycleway This is one of Sydney's most well known cycleways, and includes crossing Parramatta River using the Meadowbank Bridge, the new pathways long the Rhodes Peninsula and Powells Creek, and then Cooks River Cycleway from Strathfield to Botany Bay at Kyeemagh. From there, head south around the shores of Botany Bay to Caringbah, then the road shoulder to Kurnell. See *Cycling Around Sydney* (australiancyclist.com.au > Bookshop) Ride 11, Kurnell Sands Tour. Download maps for the Ryde to Botany Bay cycleway from canterbury.nsw.gov.au > Cooknet > Cycleway.

Western Sydney Cycleways Liverpool-Parramatta T-way cycleway - a high quality cycleway is progressively being built parallel to the bus T-way, and joins up with the western Sydney cycle network. All of the T-way stations have bicycle parking (either racks or lockers). See t-way.nsw.gov.au for details. **Prospect Cycleway** - a network of cycleways and pathways in western Sydney takes you along the creek corridors west from the Parramatta to Liverpool Rail Trail, and you can ride the off-road loop from Canley Vale station, to Prospect Reservoir, and back to the rail-trail at Guildford. The ride is one of the 25 rides described in *Cycling Around Sydney*. **Westlink M7 Cycleway** - although it comes standard as part of a massive freeway package, you'll get about 40km of a high quality off-road cycleway/shared pathway between Prestons and West Baulkham Hills.



Legend - see more detail pages 42-43

- Bike-iti™ Sydney suggested **back-street route** / busier street
- Bike-iti™ Sydney suggested **connecting route** / busier street
- Bike-iti™ Sydney suggested **theme route** / busier street
- Route markers connecting route / theme route
- Hilly / very steep section of bike route (in direction of climb)
- Alternate route avoiding hills / avoiding traffic
- Off-road pathway designated as a shared use pathway
- Steps on suggested bike route & number of steps
- From on-road to roadside footpath (local route shown)
- From off-road pathway to on-road (local route shown)
- Advise dismount & walk bike at traffic lights or crossing
- Bike Shop location (refer p.30 for listings)
- Off-road bike circuit / bike track suitable for children
- Bike lockers and/or secure bike parking/cages (not racks)

Comments

- Happy Things**
- whale watch!
- Cool places to chill out or have a nap
- Sad things**
- bad design for bikes
- cars turning! Warnings - take additional care

Things

- Freeway, Dual carriageway
- Highway or trunk road / Main Road or arterial road with 2 lanes each way
- Sub-arterial road, feeder road, single lane each way
- Local street, laneway, access way; plaza / pedestrian mall
- Off-road pathway - sealed / unsealed or natural surface
- CityRail line and station with lift or escalator access to every platform
- CityRail station stairs only access to one or more platforms
- Location of best available street access to CityRail station concourse or platform
- Railway freight and/or industrial line
- Metro Light Rail and station
- Wharf for Sydney Ferries and/or public ferry services

- Publicly accessible open space
- University or Hospital Grounds
- Large industrial or special use site
- CBD and commercial areas
- Main-street shopping precincts
- Police Station (24/7 operation)
- Hospital Emergency (24/7 operation)
- Tourist information
- Public Swimming Pool
- Council Offices
- Skate park
- GoGet car-share location
- School
- Lift

Skm
 Bike-iti™ routes
 Regional cycleways
 CityRail network

Satellite image © CNES 2000

