

CYCLING > Moving Australia Forward



A discussion on the
social, economic
and environmental
benefits of cycling

CYCLING > Moving Australia Forward

Contents

Cycling: Helping to create a sustainable Australia	1
Australians young and old love to ride	2
Cycling: Part of the climate change solution	4
Cyclists live longer	6
Cycling: A safe, healthy option	7
Cycling: Take twice daily to avoid congestion	8
Cycling: No pain at the pump	9
Cycling strengthens communities	10
Cycling: Good for the economy	11
What Australia can do to become bicycle friendly	13
References	15

With the converging issues of climate change, spiralling obesity, traffic congestion and high fuel prices, there has simply never been a better time to invest in cycling

“It’s amazing how much ground you can cover on a bike. I think that in terms of seeing Australia from a different perspective, in terms of restoring a more natural pace of life, getting on a bike is a very good thing”

Tony Abbott
Minister for Health and Ageing



CYCLING: Helping to create a sustainable Australia

Cycling is a
practical and
fun way to:

- Tackle climate change
- Cut traffic congestion
- Reduce obesity and diabetes
- Avoid the pain of high petrol costs



“Cycling means saving money on petrol, living longer and protecting the environment”

Lindsay Tanner,
Federal Member for Melbourne

“Cycling to work is a great way of incorporating exercise into my daily routine. Cycling provides an outlet from the demands of the job and gives me time to think. It also beats sitting in traffic. For some employees the ride to work is 30 minutes quicker than driving or catching public transport”

Chip Goodyear, BHP CEO

Cycling is Australia's fourth most popular recreation activity

Australian Sports Commission, 2005

AUSTRALIANS young and old love to ride



Kids Love to Ride

72% of all children participate in cycling
ABS, 2007

Children's cycling increased 9.2% between 2003 – 2006
ABS, 2007

Cycling amongst girls jumped 16.1% between 2003 – 2006
ABS, 2007

When kids start cycling to school, they develop healthy habits that are carried on to adulthood

VicHealth, 2006



An expanded Ride to School program would help more Australian kids become regular riders

“Riding. It's much funner.”

Ella Pearce, 8

Australians young and old love to ride

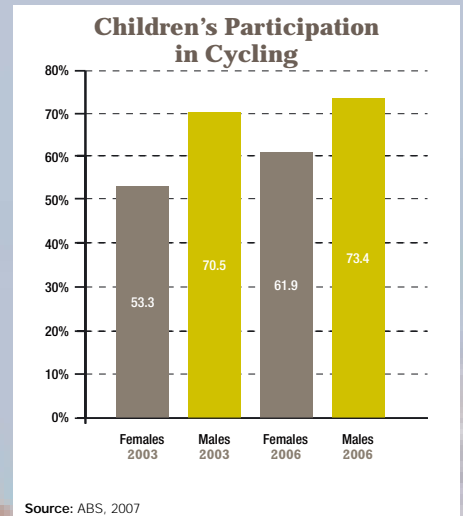


Power assisted bikes can also help less physically able people enjoy the freedom of riding well into later life



“Cycling to work is quicker, cheaper and the exercise is built into the day. People have a respect for you when they find out you commute by bike. Sometimes when I get home I forget I’ve been at work, I think I’ve just been on a nice bike ride. The first time I rode to work it took me 2.5 hours. It now takes 25 minutes. Cycling has totally changed my life.”

Catherine James, 57
Has been a cycle commuter for 4 years



Australians aged between 35 – 44 are taking up cycling faster than any other age group

Australian Sports Commission, 2005

CYCLING: part of the climate change solution

Australia is one of the most urbanised nations and we make lots of short journeys.

Cycling for short journeys is a practical, easy way to lower our impact on the environment.

Short car trips are the most polluting per kilometre, as the engine is cold

European Commission

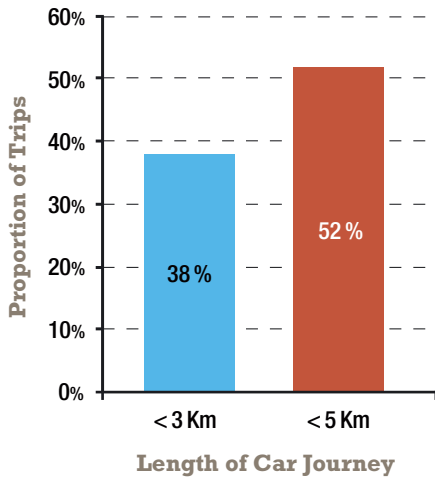


Transport is responsible for 34% of household greenhouse gas emissions, whilst lighting accounts for only 5%

Australian Greenhouse Office, 2006

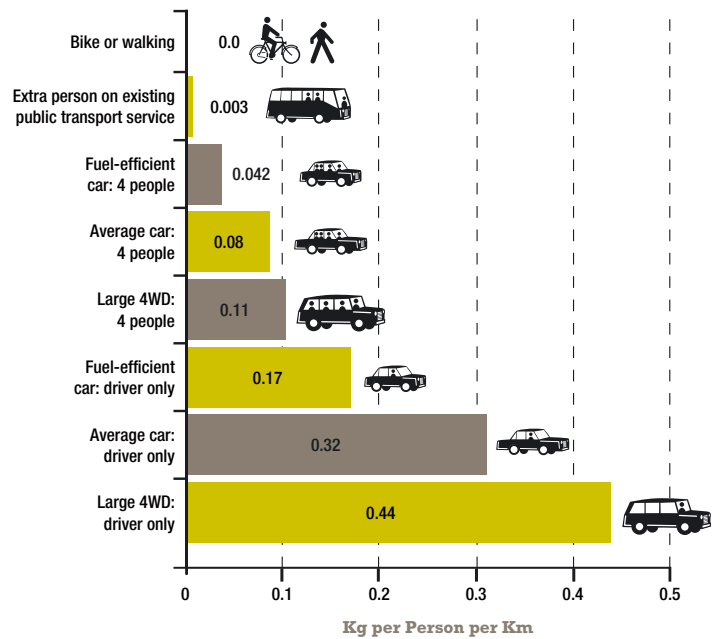
Cycling: part of the climate change solution

Typical Distances of Car Journeys in Australian Cities



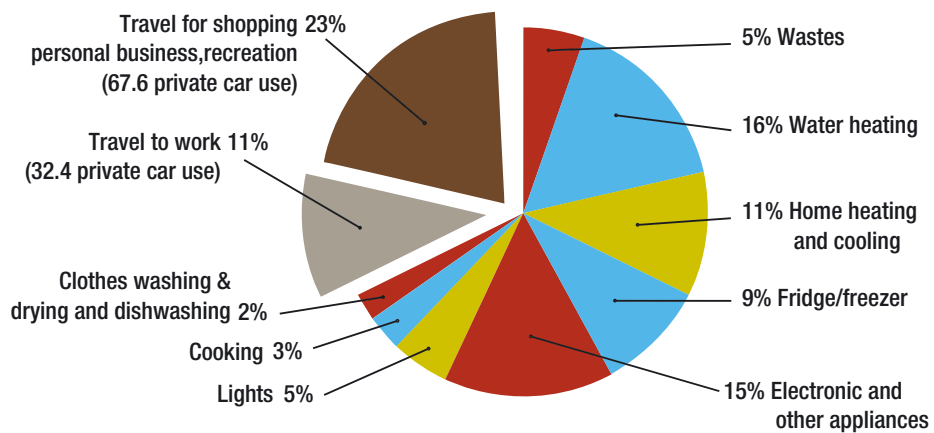
Source: RMIT, 1999; Austroads, 2005

Greenhouse Gas Emissions from different forms of Transport



Source: Cool It, AGO, Federal Government

Household Greenhouse Gas Emissions



Source: Cool It, AGO, Federal Government

Cyclists live longer

Obesity: The Numbers

Obesity costs Australia
\$21 billion annually
Access Economics, 2006

Obesity increased 2 – 4 fold
between 1985 and 1997
Access Economics 2006

19 – 23% of Australian children
are overweight or obese
Murdoch Children's Research Institute, 2002

7 million Australians are estimated
to become obese by 2025
Access Economics, 2006

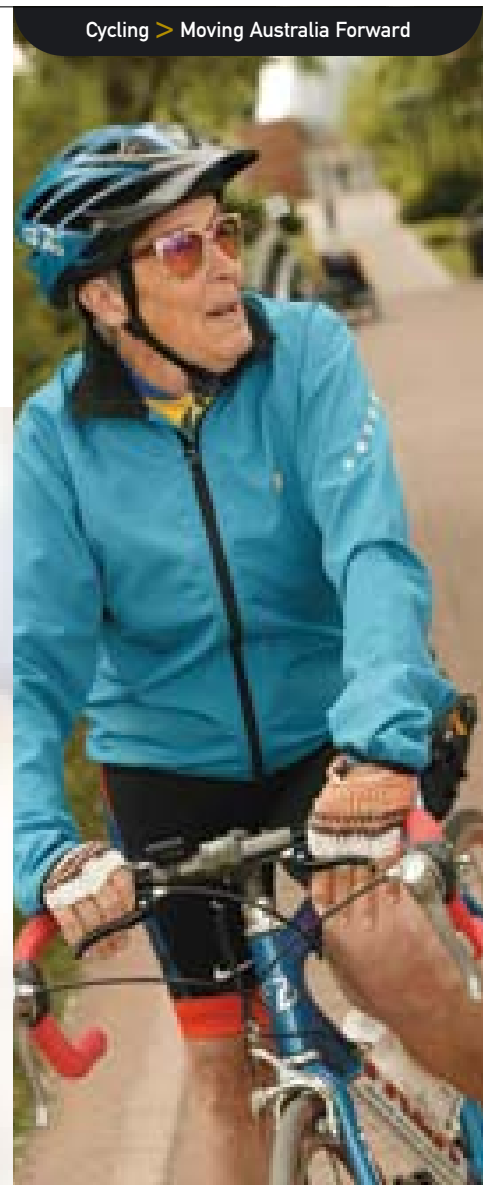
Diabetes rates have doubled
in the last 10 years
Diabetes Australia, 2007

If Australian's were
more active, \$720m
would be saved each
year in health costs

Bicycle Victoria, 2005

A 30 minute cycle
trip a day provides
all the exercise you
need to halve the
chance of becoming
obese or diabetic

World Health Organisation, 2000



Countries with high
levels of cycling have
lower rates of obesity

Professor Pucher, 2007



Over half the Australian population
participate in lower-than-recommended
levels of physical activity, and this
number is growing

**Australian Institute of
Health and Welfare, 2006**



CYCLING: A safe, healthy option

The London Bicycle Boom; while cycling numbers have jumped 83% in the UK capital, the number of serious crashes involving cyclists has fallen proportionally by 28%

Greater London Authority, 2007

In Australia, you are seven times more likely to be hospitalised playing football than riding a bike.

Flood and Harrison, 2006

Increasing the proportion of journeys made by bicycle makes the road safer for everyone

**Jacobsen, 2003;
Litman & Fitzroy, 2005;
Robinson, 2005**

The health risks of inactivity are 20 times greater than the health risks posed by a potential cycling accident

British Medical Association, 1992



CYCLING: take twice daily to avoid congestion

Occupying only a fraction of the road space taken by cars, bicycles are an effective decongestant for urban traffic problems.

Taking part in the annual **Ride to Work Day** demonstrates how easy it can be to leave the car at home and commute by bike

Congestion costs the Australian economy \$21 billion each year

Bureau of Transport & Regional Economics, cited in Bus Industry Confederation of Australia, 2006



Source: City of Muenster

60 Cars vs 60 Bicycles –
the solution to congestion is obvious



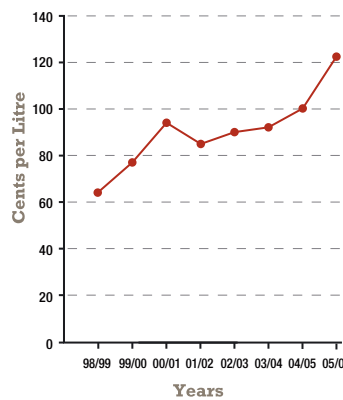
CYCLING: No Pain at the Pump

Skyrocketing petrol costs are cutting into Australian family budgets.

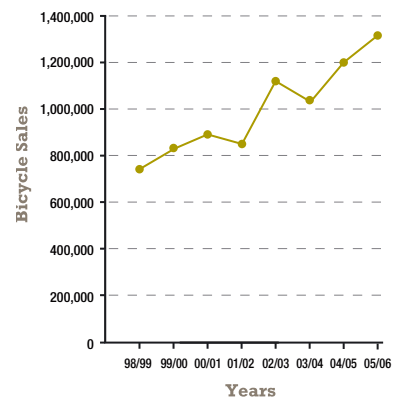
Bicycles have no fuel tank and no exhaust pipe – they are a perfect solution to avoiding the pain at the pump and helping combat climate change at the same time.



The correlation between Unleaded Petrol Prices and Bicycle Sales



Source: David Cumming, RACV, 2007



Source: Bicycle Industries Australia, 2006





CYCLING strengthens communities

A quiet street
is a happy street

Cycling helps promote social interaction and community building. Moving at a more natural speed, cycling offers numerous opportunities to make social connections with people you might have passed by in a car

Gilbert and O'Brien, 2005



“Up to 30% of households in some areas of Australia do not have a car. Creating a bicycle friendly environment increases accessibility for all Australians”

Dr Jan Garrard et al, 2006





CYCLING:

In each of the last seven years bicycle sales have surged ahead of car purchases.

The annual Tour Down Under injects over \$16.2m into the South Australian economy.

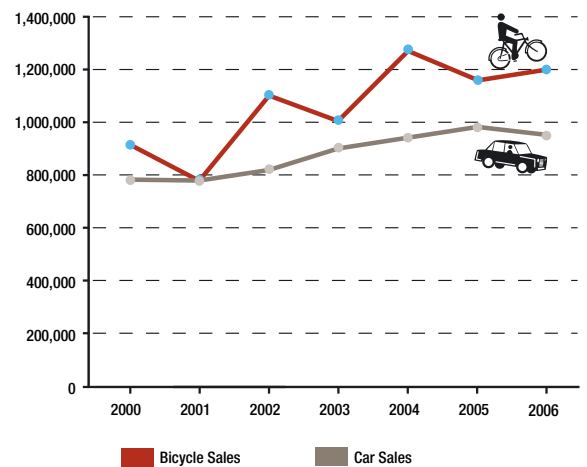
The Australian bicycle industry is worth over \$1b

Bicycle Industries Australia Ltd, 2006

“Cycling isn’t just good for your health. It’s also good for local businesses”

Lindsay Tanner
Federal Member for Melbourne

Bicycle and Car Sales 2000 - 2006



Source: Cycling Promotion Fund, 2007



Good for the Economy



“The Tour Down Under is one of our State’s biggest events, attracting hundreds of thousands of spectators, including many people from interstate and overseas.”

Jane Lomax-Smith
Tourism Minister,
South Australia



Cycle tourism is an increasingly popular way for Australians to take time out.

A cycle tourist spends an average of \$258 per day – a great boost to regional economic growth.

Dr Sue Beeton, La Trobe University





What Australia can do to become Bicycle friendly

Cycling is popular in Australia and more people would ride more often if appropriate infrastructure was provided.

With the converging issues of climate change, spiralling obesity, traffic congestion and high fuel costs, there has simply never been a better time to invest in cycling.

Providing federal funding for bicycle infrastructure, in a similar way to the **Roads to Recovery** program, would help local government create bicycle friendly communities.

“Investment in cycling infrastructure and promotion successfully encourages cycling”

Associate Professor Chris Rissel and Dr Jan Garrard, 2006



Four out of five non-regular cyclists are put off by traffic

City of Sydney, 2007

“We need to make sure we have safe environments for children and young people, and indeed adults, to exercise... we need to make sure the bike lanes are safe for people to get up and literally get on their bikes”

Mukesh Haikerwal, 2007
Immediate past
President, Australian
Medical Association



“Reducing road congestion and introducing cycleways encourages cycling and walking, improves pedestrian amenity, enables public spaces to be upgraded, humanising a city and adding to the quality of life”

Cr Clover Moore, 2007
Mayor of Sydney



Source: City of Sydney, artist's impression of possible inner city bicycle lane development



What Australia can do to make cycling more attractive:

- Lower traffic speeds in built up areas
- Separate cars and bicycles with bicycle lanes and paths
- Connect bicycle lanes with good intersection treatments
- Provide seamless integration between bicycle infrastructure and public transport, including cycle lockers and bike racks on buses
- Provide bicycle parking at schools, workplaces and other major destinations
- Deliver extensive road user education to boost safety levels
- Provide extensive bicycle education for all school children

“Petrol is getting dearer, we’re getting fatter and the planet is getting warmer”

Lindsay Tanner
Federal Member for Melbourne

References

- Page 1**
Abbott T., 2004 Radio Interview with 2GB – Alan Jones, 28th April.
www.tonyabbott.com.au/news/article.aspx?ID=3
Goodyear C., 2004 *The bicycle parking handbook*, Bicycle Victoria, Melbourne.
www.bv.com.au/file/file/The%20bicycle%20parking%20handbook.pdf
Tanner L., 2006 Herald Sun, *Back on Yer Bike!*, 21st March.
www.lindsaytanner.com/articles/060321_HS_Bike.pdf
- Page 2**
Australian Bureau of Statistics, 2007 *Participation in Sports and Physical Activity 2005-06*, Australian Government, Canberra.
[www.ausstats.abs.gov.au/ausstats/subscriber.nsf/0/A36EC2C4EAD3937BCA257281001ADA51/\\$File/41770_2005-06.pdf](http://www.ausstats.abs.gov.au/ausstats/subscriber.nsf/0/A36EC2C4EAD3937BCA257281001ADA51/$File/41770_2005-06.pdf)
Australian Sports Commission, 2005 *Participation in Exercise, Recreation and Sport Survey*, Department of Communications, Information Technology and the Arts, Australian Government, Canberra.
Vichealth, 2006 *Active Transport Fact Sheet*, Victorian Health Promotion Foundation, Melbourne.
www.vichealth.vic.gov.au/assets/contentFiles/Active%20transportFactSheet.pdf
- Page 3**
Australian Bureau of Statistics, 2007 *Participation in Sports and Physical Activity 2005-06*, Australian Government, Canberra.
[www.ausstats.abs.gov.au/ausstats/subscriber.nsf/0/A36EC2C4EAD3937BCA257281001ADA51/\\$File/41770_2005-06.pdf](http://www.ausstats.abs.gov.au/ausstats/subscriber.nsf/0/A36EC2C4EAD3937BCA257281001ADA51/$File/41770_2005-06.pdf)
Australian Sports Commission, 2005 *Participation in Exercise, Recreation and Sport Survey*, Department of Communications, Information Technology and the Arts, Australian Government, Canberra.
- Page 4**
Australian Greenhouse Office, 2006 *Global Warming: Cool It*, Department of the Environment and Heritage, Australian Government, Canberra
www.greenhouse.gov.au/gwci/pdf.html
European Commission, website
ec.europa.eu/environment/climat/campaign/walk_en.htm
- Page 5**
Australian Greenhouse Office, 2006 *Global Warming: Cool It*, Department of the Environment and Heritage, Australian Government, Canberra
www.greenhouse.gov.au/gwci/pdf.html
Austroads, 2005, *The Australian National Cycling Strategy 2005-2010*, Sydney
www.austroads.com.au/documents/
Royal Melbourne Institute of Technology, 1999 *Victorian Activity and Travel Survey, 1994 – 1999* RMIT University, Melbourne.
- Page 6**
Access Economics, 2006 *The economic costs of obesity*, Access Economics, Canberra.
Australian Institute of Health and Welfare, 2006 *Australia's health 2006*, Australian Government, Canberra.
<http://www.aihw.gov.au/publications/aus/ah06/ah06.pdf>
Bicycle Victoria, 2005 *Cyclists don't pay road taxes?*
www.bv.com.au/file/file/Cyclists%20dont%20pay%20taxes.pdf
Diabetes Australia, 2007 *National Priorities for Turning Around the Diabetes Epidemic 2007-2008*, Diabetes Australia, Canberra.
www.diabetesaustralia.com.au/_lib/doc_pdf/news/Priorities_2007.pdf
Murdoch Children's Research Institute, 2002 *Childhood Obesity Media Release*, 4th February.
www.mcric.edu.au/pages/newsevents/media/media-release.asp?rid=14&y=2002
Planning Institute of Australia, 2007 *Putting Health at the Centre of Planning*, Planning Institute of Australia, Victorian Division, Melbourne.
Pucher J., 2007 *Cycling for Everyone: The Key to Public and Political Support*, Rutgers University, New Jersey, United States of America.
http://www.policy.rutgers.edu/faculty/pucher/BikeSummit2007COMP_Mar25.pdf
Racioppi F, Dora C., 2002 *A Physically Active Life Through Everyday Transport*, World Health Organisation, Regional Office for Europe, Copenhagen.
World Health Organisation, 2000 *Transport, Environment and Health*, Regional Office for Europe, Copenhagen, Denmark.
<http://www.euro.who.int/document/e72015.pdf>
- Page 7**
Australian Institute of Health and Welfare, 2006 *Australia's health 2006*, Australian Government, Canberra.
<http://www.aihw.gov.au/publications/aus/ah06/ah06.pdf>
Australian Transport Safety Bureau, 2004 *Road Safety in Australia: A Publication Commemorating World Health Day 2004*, Australian Government, Canberra.
British Medical Association, 1992 *Cycling towards health and safety*, Oxford University Press, UK.
Flood L, Harrison J.E., 2006 *Hospitalised sports injury, Australia 2002-03*, Injury Research and Statistics Series Number 27, AIHW cat no. INJCAT 79, Adelaide: AIHW
Jacobsen P.L., 2003 *Safety in numbers: more walkers and bicyclists, safer walking and bicycling*, Injury Prevention, Vol. 9, pp. 205-209.
Litman T, Fitzroy S., 2005 *Safe Travels: Evaluating Mobility Management Traffic Safety Impacts*, Victoria Transport Policy Institute, Victoria, Canada.
<http://www.vtppi.org.au/saftrav.pdf>
Robinson D.L., 2005 *Safety in numbers in Australia: more walkers and bicyclists, safer walking and bicycling*, Health Promotion Journal of Australia, Vol 16, Issue 1, pp. 47-51.
Greater London Authority, 2007 *The Mayor announces huge rise in cycling in London*, Media Release, 1st May.
http://www.london.gov.uk/view_press_release.jsp?releaseid=11791
- Page 8**
Bus Industry Confederation of Australia, 2006 *Moving People: A National Priority*, Bus Industry Confederation of Australia, Canberra.
- Page 9**
Cumming D., 2007 *Royal Automobile Club of Victoria*, pers. com. Discussion on Melbourne Petrol Price, with material supplied by RACV via email.
Campbell C.J., 2005 *Oil Crisis*, Multi-Science Publishing, Essex, UK.
Deffeyes K.S., 2005 *Beyond Oil: The View from Hubbert's Peak*, Hill and Wang, New York.
Deffeyes K.S., 2005 *Beyond Oil: The View from Hubbert's Peak*, Hill and Wang, New York.
Heinberg R., 2006 *The Oil Depletion Protocol*, New Society Publishers, Gabriola Island, British Columbia, Canada.
Bicycle Industries Australia, 2006 *Bicycle Sales in Australia*, cited by the Cycling Promotion Fund.
www.cyclingpromotion.com.au/images/stories/factsheets/Bike_Sales_in_Australia_July_06.pdf
Hirsch R.L, Bezdek R, Wendling R., 2005 *Peaking of World Oil Production: Impacts, Mitigation, and Risk Management*, Science Applications International Corporation, California.
Kunstler J., 2005 *The Long Emergency: Surviving the Converging Catastrophes of the Twenty-First Century*, Atlantic Press Monthly.
Leggett J., 2005 *Half Gone: Oil, Gas, Hot Air and the Global Energy Crisis*, Portobello Books, London.
Leggett J., 2005 *Half Gone: Oil, Gas, Hot Air and the Global Energy Crisis*, Portobello Books, London.
Shah S., 2004 *Crude: The Story of Oil*, Seven Stories Press, New York City.
Simmons M.R., 2005 *Twilight in the Desert: The Coming Saudi Oil Shock and the World Economy*, John Wiley and Sons, New Jersey.
- Page 10**
Freedman L., 2001 *Effects of Sprawl on Neighborhood Social Ties*, Journal of the American Planning Association, Vol. 67, No. 1, p.69-77;
www.urbanfutures.org/abstract.cfm?id=41
Garrard J., Crawford S., Hakman N., 2006 *Revolutions for Women: Increasing women's participation in cycling for recreation and transport*, School of Health and Social Development, Deakin University, Melbourne.
Gilbert R, O'Brien C., 2005 *Child- And Youth- Friendly Land-Use And Transport Planning Guidelines*, Centre for Sustainable Transportation.
www.cstctd.org
- Page 11**
Cycling Promotion Fund, 2007 *Bicycles outsell Cars – New Record* Media release, 4th January.
www.cyclingpromotion.com.au/content/view/190/9/
Bicycle Industries Australia, 2006 *Bicycle Sales in Australia*, cited by the Cycling Promotion Fund.
www.cyclingpromotion.com.au/images/stories/factsheets/Bike_Sales_in_Australia_July_06.pdf
Tanner L., 2006 Herald Sun, *Back on Yer Bike!*, 21st March.
http://www.lindsaytanner.com/articles/060321_HS_Bike_e.pdf
- Page 12**
Beeton S., 2006 *Regional Communities and Cycling*, School of Sport, Tourism and Hospitality, La Trobe University.
Litman T., 2005 *Economic Development Impacts: Evaluating TDM Impacts on Productivity, Employment, Business Activity and Investment*, Victoria Transport Policy Institute, Victoria, Canada.
www.vtppi.org/tdm/tdm54.htm
Lomax-Smith J., 2007 *Tour Down Under to expand in 2008*, Press Release 22nd February.
www.ministers.sa.gov.au/news.php?id=1274
- Page 13**
City of Sydney, 2007 *Reported in Sydney Morning Herald, Bike-only lanes let cyclists shift into a new gear*, 24th March.
www.smh.com.au/news/environment/bikeonly-lanes-let-cyclists-shift-into-a-new-gear/2007/03/23/1174597882715.html
Haikerwal M., 2007 *Interview on ABC Radio National*, 14th April.
www.abc.net.au/am/content/2007/s1897206.htm
Rissel C, Garrard J., 2006 *Cycling for active transport and recreation in Australia: Status review and future directions*, World Transport Policy and Practice, 13(1): 49-63.
- Page 14**
Moore C., 2007 *Reported in Sydney Morning Herald, Bike-only lanes let cyclists shift into a new gear*, 24th March.
www.smh.com.au/news/environment/bikeonly-lanes-let-cyclists-shift-into-a-new-gear/2007/03/23/1174597882715.html
Tanner L., 2006 Herald Sun, *Back on Yer Bike!*, 21st March.
http://www.lindsaytanner.com/articles/060321_HS_Bike.pdf

