

## **Riding Bicycles Safely**

Cycling provides good exercise as well as a lot of fun, and it does not cost much. But you have to learn how to cycle safely, for on the road a cyclist can easily hurt himself if he is not careful.

Here are some of the cycling tips :

### **Learn to Ride Well**

Ride a bicycle that fits you. When you hold the handlebar of bicycle, your upper body should lean slightly forward. Both your legs should be able to touch the ground. For a beginner, both your heels should be able to touch the ground.

### **Learn All The Traffic Signs And Hand Signals**

Practise cycling in a safe, open space where there is no traffic. Only when you can ride well, should you attempt to go on the road. Be safe, Not sorry!!

### **Before Cycling On the Road**

Write or engrave your name and address on your bicycle for easy identification. Check that your bicycle is in good working order, with good brakes and properly inflated tyres, reflectors, mirrors, lamps, clothes and helmet. If you do not feel well, do not ride your bicycle on the road.

### **Cycling on the Road**

Cycle on bicycle tracks if provided. When they are not available, cycle on the left side of the road as close as possible to the kerb.

Be considerate to pedestrians when you are cycling on the road. Do not ring your bicycle suddenly or unnecessarily behind them, but give pedestrians enough warning as you approach them. Also give way at the pedestrian crossings.

When you are on the road, follow all the traffic signs and give adequate and proper signals

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**Safety Tips On Riding Of Bike**

Source : <http://www.spf.gov.sg/aboutus/org/tp/safe/safe.html#Bicycles>

**Crossing a Road**

Where there are no traffic lights, you should cross a road as if you are a pedestrian. Look right, then left and then right again. If there are no vehicles coming on either side, ride directly across the road, at right angles. Or, for better safety, push your bicycle across the road.

**How to Stop**

Before stopping on the road, hand signal to warn vehicles behind you of your intention. You should slant your right arm and wave it downwards. Apply your bicycle brakes gently. As you stop, place your left foot on the ground. Alight from your bicycle from the left. Do not park your bicycle by the side of the road.

**Crossing a Junction**

Be especially careful at junctions, as most accidents happen here.

When you approach a junction or corner, slow down. At 'Give Way' signs, stop your bicycle completely.

If you are cycling behind a vehicle near a junction, watch out to see if it is turning left. If it is turning, keep a safe distance away from it. This way, you will not be hit by the side of the vehicle as it turns.

After stopping at a junction without traffic light, check to see that there are no vehicles coming from the left and right before crossing it.

**Turning Right at a Junction**

If you are turning right at a junction with no traffic lights, reduce speed and stop at the junction.

After checking that there are no vehicles coming from all four directions, cycle across the junction and keep to the left of the road.

Give the stop signal and stop temporarily. After checking to see that there is no traffic to your right, you can proceed.

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#### What you Should Not Do When Cycling

You need to have full control of your bicycle when you are cycling, with both hands on the handlebar. You should not be holding an umbrella, carrying things or walking your dog with one hand.

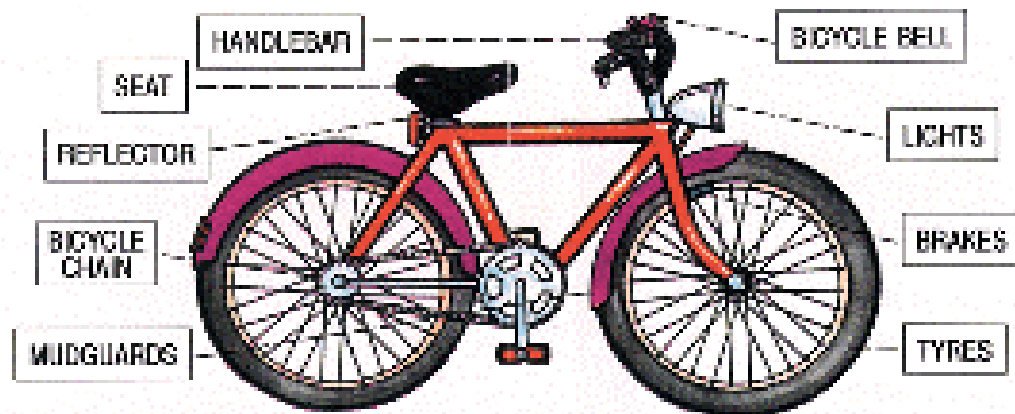
You should not carry a pillion rider.

As you need to keep to the left of the road at all times, It is unsafe to ride your bicycle side by side with another cyclist.

You should not ride in a zigzag manner.

When cycling, you should not risk injuries with dangerous stunts, like taking your hands off the handlebar, making sudden turns and stops, and sliding your bicycle.

#### Important Things to Check In Your Bicycle



Handlebar	Make sure it is tightened and correctly adjusted.
Seat	Make sure it is correctly adjusted to your height. Both your feet should be able to touch the ground.
Brakes	They should work perfectly.
Bicycle Chain	It should be correctly adjusted.
Tyres	They are to be properly inflated.
Lights	All lights, including reflectors, must be in working order and correctly positioned.
Bicycle Bell	It should be in working order.
Mudguards	They should be fitted to the bicycle.

And make sure that you always check for faults in your bicycle which could emerge while you are riding.

#### ENJOY RIDING - BY CYCLING SAFELY

**Road Traffic Act**  
**(Chapter 276, Section 140)**  
**Road Traffic (Bicycles) Rules**  
**(25<sup>th</sup> November 1955) Arrangement Of Provision**

**Riders to give signals**

5. The rider of a bicycle shall in order to inform traffic that he intends –
  - (a) to ‘stop’ – hold out his right arm horizontally with the forearm vertical and with the palm of the hand to the front;
  - (b) to ‘slow down’ – hold out this right arm horizontally with the palm of the hand downwards, and move the arm up and down several times;
  - (c) to ‘proceed to the right’ – hold out his right arm horizontally with the palm of the hand to the front; and
  - (d) to ‘proceed to the left’ – hold out his left arm horizontally with the palm of the hand to the front.

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**Appendix B Alternative Cycling and Skating Areas**

<b>Beginner Level</b>	<b>Intermediate Level</b>	<b>Adance Level</b>
Bishan park	Sentosa bike and Skating Trail	Tampinese MTB Trail
West Coast park	Pulau Ubin	Chestnut Drive
Pasir Ris park	Park Connectors at Bishan, Tampines, Yishun, Kallang, Ulu Pandan, Jurong Lake, Sembawang, Hougang, Marina / Esplanade, Singapore River Connector	
Bedok Park		Bukit Timah MTB Trail
Bedok Reservoir Park		

## **Cycling in Singapore**

[http://www.cycling.org.sg/links\\_cycling%20in%20singapore\\_files/cycling\\_in\\_singapore.htm](http://www.cycling.org.sg/links_cycling%20in%20singapore_files/cycling_in_singapore.htm)

Singapore is a small island. Given a decent road bike, you can cycle around the island in just a few hours!

And it is precisely the size of our country which makes it an ideal place to go on a Tour de Singapore, local style!

Hardcore bikers can join the roadies on some of Singapore's popular biking stretches of concrete alongside the whizzing cars, or be one with nature; mountain biking the scenic off-road trails of some of Singapore's last remaining nature reserves and parks.

If you're into technical biking, you can explore the BMX or slalom bike tracks, join the urban street bike culture at the Youth Park, or even patiently practise the art of bike trial in the company of your neighbourhood bike trial guru!

Leisure bikers who would rather pedal at leisure and avoid riding the heavy vehicle traffic, can explore Singapore's green network using Singapore's park connectors which allows them to travel from park to park, coast to coast, park to town centres or just about anywhere on this island.

If you're feeling more adventurous, you can ride to the island of Sentosa or hop onto a bumboat which will lead you to Pulau Ubin, an island in the northern part in Singapore.

## **Bike Shops / Bike Rental Shops in Singapore**

To get started, you will need a bike that works! Regardless of your level of competence, we would recommend some safety gear (e.g. helmet, gloves, shoes etc.) and other mandatory equipment (e.g. night lights when cycling at night).

## **Cycling Routes on the Roads**

Road cycling in Singapore is great because the roads are of very high quality. While cycling is not allowed on the expressways, it is allowed on all other types of roads. Singapore lacks mountains but has a good mix of short sharp hills, rolling country and flat land.

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Some of the sharpest hills are :-

**Mount Faber Park** (the road to the Cable Car Station)  
[http://www.nparks.gov.sg/parks/loc/par-loc-mt\\_fab.shtml](http://www.nparks.gov.sg/parks/loc/par-loc-mt_fab.shtml)  
[http://www.cycleworx.com/popular\\_bike\\_routes.htm](http://www.cycleworx.com/popular_bike_routes.htm)

**Kent Ridge Park** (short but you better have some really small gears!)  
[http://www.nparks.gov.sg/parks/loc/par-loc-ken\\_rid.shtml](http://www.nparks.gov.sg/parks/loc/par-loc-ken_rid.shtml)  
<http://www.mindef.gov.sg/army/armygreenpark/intro.htm>

**Bukit Batok Hill** (the hill leading to the Bukit Batok Park along Upper Bukit Timah Road opposite the Fire Station)  
[http://www.nparks.gov.sg/parks/loc/par-loc-bt\\_bat\\_nat.shtml](http://www.nparks.gov.sg/parks/loc/par-loc-bt_bat_nat.shtml)

**Telok Blangah Hill Park** (the loop which leads up to Telok Blangah Hill Park and down again)  
[http://www.nparks.gov.sg/parks/loc/par-loc-tel\\_bla\\_hil.shtml](http://www.nparks.gov.sg/parks/loc/par-loc-tel_bla_hil.shtml)

For longer climbs, the following road is favored :-

**South Buona Vista Road** (aka the Gap and you know why its called that)  
<http://www.mindef.gov.sg/army/armygreenpark/location.htm#map>  
[http://www.cycleworx.com/popular\\_bike\\_routes.htm](http://www.cycleworx.com/popular_bike_routes.htm)

If panting up short steep hills is not your thing, you can try the gentle rolling hills on the two roads below – riding there is like riding a roller coaster!

**Mandai Road**  
[http://www.cycleworx.com/group\\_rides.htm](http://www.cycleworx.com/group_rides.htm)

**Yio Chu Kang Road**  
[http://www.cycleworx.com/group\\_rides.htm](http://www.cycleworx.com/group_rides.htm)

For the flat days when you want to imagine you're Jan Ullrich doing a flat 40km time-trial, you can ride along :-

**Changi Coast Road** (beside the runway of Changi Airport)  
[http://www.cycleworx.com/popular\\_bike\\_routes.htm](http://www.cycleworx.com/popular_bike_routes.htm)

**Jalan Ahmad Ibrahim** (starts at the Jurong Bird Park and ends at the Second Link to Malaysia)

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### Off-Road Mountain Biking Trails

Despite Singapore not having the benefit of any mountains, mountain biking is fast becoming a very popular sport!

Some of Singapore's popular mountain bike trails are nestled in thick, lush greenery in the heart of our nature reserves and parks.

#### **Bukit Timah Mountain Bike Trail (BT) – (intermediate / advance level)**

[http://www.nparks.gov.sg/nparks\\_cms/display\\_level2.asp?parkid=8&catid=4#](http://www.nparks.gov.sg/nparks_cms/display_level2.asp?parkid=8&catid=4#)

**Chestnut - Track 15 - Mandai** (an extension of the BT trail which starts at Chestnut Drive, lamp post 291 and heads towards the Mandai area) (**beginner / intermediate level**)

**Other MTB Trails connected to BT** (check out this is a [good map](#) containing major trails around and connected to the Bukit Timah area, map courtesy of Derek Potter and Vernon Seow) (**beginner / intermediate level**)

#### **Pulau Ubin**

[http://www.nparks.gov.sg/nparks\\_cms/display\\_park.asp?parkid=6](http://www.nparks.gov.sg/nparks_cms/display_park.asp?parkid=6)

\* **West and North Route (beginner / intermediate level)**

\* **Eastern Route (intermediate / advance level)**

\* **Pedal Ubin (beginner / intermediate / advance level bike guided tours)**

<http://habitatnews.nus.edu.sg/activities/ubinbiking/ubinBiking.html>

<http://habitatnews.nus.edu.sg/activities/pedalubin/>

\* **Sentosa Bike Trail** (approx 4 permanently maintained trails in Sentosa; trails are graded so beginners are warned of difficulty of path)

<http://www.sentosa.com.sg/map.htm>

\* **Concrete Marked-out Route (beginner / intermediate level)**

\* **Unmarked Off-Road Trails (intermediate / advance level)** - a majority of the off-road trails have been reclaimed

**Tampines Mountain Bike Trail (a very new gravelly biketrail) (beginner / intermediate level)**

– located at the junction of Tampines Ave and Tampines Avenue 7, for directions go to following website and look for a “star” marked on the relevant page

<http://www.streetdirectory.com.sg/>

Please remember to observe [trail etiquette](#) when cycling at BT and the other MTB trails



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**Downhill and Slalom Trails**

Bukit Timah is Singapore's highest hill standing at only 163.63 metres! However it is a pity that this steep concrete hill and the connected branching off-road trails is off-limits to cyclists! But that does not dampen the spirit of Singapore's downhillers who settle for some of the more challenging technical downhill and slalom tracks that Singapore has to offer!

**Sentosa Bike Trail** (some parts of the more technical gnarly downward sloping trails make for a good downhill ride)  
<http://www.sentosa.com.sg/map.htm>

**Gangsa Slalom Track** (enter from Bukit Panjang Road-Zhenghua Flyover under the BKE, or ride along the MTB trail from Chestnut to Track 15 and you will hit this track) (see above)

**Pulau Ubin** (the Eastern routes will take you through some amazing downhill slopes)  
[http://www.nparks.gov.sg/nparks/cms/display\\_park.asp?parkid=6](http://www.nparks.gov.sg/nparks/cms/display_park.asp?parkid=6)

Again, please remember to observe trail etiquette, don your safety gear, bring your buddies and watch out for oncoming human and vehicle traffic if you feel the urge to attempt some local down hill!

**BMX Tracks, Flatlanders and Bike Parks**

BMX existed in Singapore even before the first mountain-bikes graced our shores. BMX is a great sport with sub-disciplines such as BMX racing, flatland, street, dirt and vert. There are many BMX places in Singapore for general BMX enjoyment.

**Tampines BMX Track** (located at the junction of Tampines Ave 9 and Tampines Avenue 7, for directions go to following website and look for a "star" marked on the relevant page)  
<http://www.streetdirectory.com.sg/>

**Singapore BMX** (informative website on BMX in Singapore)  
<http://www.osbmx.com/>

Flatland is another discipline that evolved from BMX. Some informative websites on Flatland, Vert, Street/Park and Freestyle Riding :-

**Twenty-Inch Circle** (a Singapore Flatland site containing lots of news about the Singapore flatland and freestyle activities here on our little island)  
<http://www.20incho.com>

**Bicycle Freestyle Interest Group**  
<http://www.theflatlander.com/scene/singapore/>

**NYC Youth Park**  
[http://www.nyc.gov.sg/user/about\\_contact.htm](http://www.nyc.gov.sg/user/about_contact.htm)

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**Bedok Adventure Park** (in front of East Coast Town Council, Blk 206 Bedok North Street 1)

[www.eastcoast-tc.org.sg/pdf/EC29\\_14.pdf](http://www.eastcoast-tc.org.sg/pdf/EC29_14.pdf)

### **Bike Trial Obstacles and Course**

The sport of BikeTrial involves using a bike to clear a whole course of very difficult obstacles ranging from stacks of pallets, an array of different sized logs and boulders. Big pools of water are also in the way for the rider to make life a wee bit harder. The course has to be completed without your feet touching the ground if possible.

To attempt simple biketrials, you don't need more than a simple roadside curb to practice jumping on and off or a flight of stairs to balance your bike on. For more complicated stunts, you will need natural or man-made obstacles, and patience, concentration and a wealth of skill and experience!

For more information on this sport, check out the following website :-

#### **Biketrial Singapore**

<http://www.attitudebikes.com/events.html> or

e-mail [biketrial@cyclimg.org.sg](mailto:biketrial@cyclimg.org.sg)

#### **Other Bike Trail Links**

Some of the following websites offer suggestions on existing and new trails in Singapore.

#### **Togoparts Bike Trails Forum**

[http://www.togoparts.com/forum/topic\\_list.php3?fid=trails](http://www.togoparts.com/forum/topic_list.php3?fid=trails)

#### **Habitat News**

<http://habitatnews.nus.edu.sg/index.html>

#### **mtb review.com**

[http://content.mtbr.com/pscTrails/AsiaandPacific-Other/PLS\\_4517\\_918\\_50crx.aspx](http://content.mtbr.com/pscTrails/AsiaandPacific-Other/PLS_4517_918_50crx.aspx)

#### **Trailwerkz**

<http://trailwerkz.cjb.net>

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### **Park Connectors and Other Bike Trails**

The Urban Redevelopment Authority of Singapore (URA) plans to create a green network so huge, so seamless, it would seem as if we could get from park to park, coast to coast, park to town centres or just about anywhere on this island.

They plan to join up our parks through a comprehensive green network, allowing you to travel on foot or bicycle to other parks nearby. And the green network can be extended to link parks with town centres, sports complexes and homes.

Currently, there are about 40 km of park connectors. The challenge is to build 3 times more green connectors or another 120 km to complete an island-wide network by the year 2015.

### **Parks Connectors – Park Connector Network (PCN) Progress Plan**

[http://www.nparks.gov.sg/parks/par\\_conn/network\\_progress\\_plan.shtml](http://www.nparks.gov.sg/parks/par_conn/network_progress_plan.shtml)

### **Designated Bike Parks**

<http://www.nparks.gov.sg/activities/act-cyc.shtml>

- \* **Bishan Park (beginner level)**
- \* **East Coast Park (beginner level)**
- \* **Pasir Ris Park (beginner level)**
- \* **West Coast Park (beginner level)**

### **Other Designated Bike Parks**

#### **Bedok and Bedok Reservoir Park (beginner level)**

[http://www.nparks.gov.sg/parks/loc/par-loc-bed\\_res.shtml](http://www.nparks.gov.sg/parks/loc/par-loc-bed_res.shtml)

### **Acknowledgement**

We would like to thank all who have contributed to the information above (including the masterminds behind the websites who have provided bikers with such invaluable information), including the following who have helped to compile the information above :-

#### **Alan Oliviero**

<http://www.osbmx.com/riders/alano.html>

#### **Alex Ling**

[http://sps.nus.edu.sg/~lingalex/xml/review2003\\_1.xml](http://sps.nus.edu.sg/~lingalex/xml/review2003_1.xml)

#### **Lee Chuen Ling**

<http://www.teamabsolut.net/ling/profile.htm>

**CYCLING ON PAVEMENTS**  
**LONG VERSION**

Singapore Amateur Cycling Association (“SACA”) would like to comment on this issue as it concerns cyclists and cycling in general.

**1. What is the issue?**

Whether pavements are for the exclusive use of pedestrians only or whether they may be shared by cyclists and fellow pedestrians?

**2. Who are affected by this issue?**

Pedestrians, cyclists and motorists.

**3. What is the legal position?**

As far as we are aware, the laws governing cycling on the public roads are set out in the Road Traffic Act, Chapter 276 of Singapore (“RTA”) and the rules made pursuant to the RTA. Some of the rules relevant to cyclists are the Road Traffic Rules (“RTR”) and the Road Traffic (Bicycles) Rules of 25 November 1955 (the “RT(B)R”).

(a) According to Rule 28 of the RTR, “No vehicle, except perambulators, shall be driven, parked or ridden on the footway of a road.”

(b) The RTA defines a "vehicle" as “any vehicle whether mechanically propelled or otherwise;”. A "bicycle" is in turn defined as “a two-wheeled pedal cycle constructed or adapted for use as a means of conveyance;”.

(c) Rule 10 of the RT(B)R requires a bicycle to be ridden in “an orderly manner and with due regard for the safety of others”. The RT(B)R does not prohibit cyclists from cycling on pavements.

The Traffic Police has written in on 21 February to confirm that it is illegal for cyclists to cycle on pavements, and any offender will be fined S\$20, even though it seems a great amount of discretion is exercised in enforcing this rule. While we are not in a position to advise on the legality of cycling on pavements, we can safely say that the Singapore rules relating to cycling are not very clear as they are not neatly contained in one rulebook. An appeal is hereby made to the relevant legislative authorities to make the necessary legislative amendments so that the affected parties are clear about what their rights are on pavements and roads with respect to cyclists. We would be happy to assist in this exercise. We do however urge the authorities to take into consideration the following issues in their decision-making process.

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**4. Why do cyclists use pavements?**

We all know that Singapore is a land-scarce island country. An effort is made to cut down on the number of motorized vehicles, to ease the heavy flow of traffic and to go “green”. Taking public transportation is one way, and cycling is an alternative – not only is it clean and green, it is affordable, cost-effective and promotes a healthy lifestyle. With the rise in the number of cyclists on the roads, and without proper lanes on the road for the exclusive use of cyclists where cyclists can feel safe, more cycling accidents are bound to happen. Generally, cyclists would rather use pavements than risk life and limb on the roads, which are generally perceived (and are most of the time) not safe. Just as there are inconsiderate, unpredictable and dangerous cyclist out there, there are inconsiderate, unpredictable and dangerous motorists. The numerous accounts by cycling victims on the roads who have written in speak for themselves. Other reasons include cycling at night or under rainy conditions, or where the cyclists are older folks and kids etc.

**5. What are pavements meant for?**

Pavements are used to get from one place to another. Pedestrians need to know that they can walk safely on the pavements without fear of being 'mauled' down by "bell-toting happy-pedal" cyclists. At the same time, the majority of cyclists only wish to ride safely, to get to a place in one piece and not have to fight with motorists for space on the road. SACA feels that pavements are generally large enough for the use of both pedestrians and cyclists, and a compromise and accommodative position can be struck!

**6. How can cyclists and pedestrians safely co-exist on the pavements?**

Cyclists can apply what seems to be the golden rule (i.e. Rule 10 of the RT(B)R) – to cycle in an orderly manner and with due regard for the safety of others – to pavements. Common sense and a general level of courtesy should be practised by cyclists and pedestrians which goes beyond the realm of rules. For instance, cyclists should consider if :-

- There any pedestrians on the pavements? If so, shout “excuse me, cyclist coming on your left /right” as you approach them, and if they do not react, ring your bell once (and not a thousand times in a menacing way) or slow down to a speed that allows you to brake. Do not assume that pedestrians will step aside for you to pass because they are not obliged to. If they do so, say “thank you”. If they do not, get off and push to avoid getting into an accident.
- The pavement is sufficiently wide and whether it is safe to overtake pedestrians?
- They are crossing a traffic light or a zebra crossing? If so, traffic lights and zebra crossings are generally meant for pedestrians and do not assume that motorists will give way to cyclists. It is advisable to get down and push. Remember, you are dealing with both motorists and pedestrians coming from all directions.
- If the roads are relatively empty, try to ride on them if there are too many pedestrians on the pavements.

Pedestrians on the other hand can also take into account safe practices, since they are likely to be victims of an accident on pavements. If the path is wide enough, make it a practice to keep left so the pedestrians who walk faster / cyclists can pass you on the right (this has worked wonders in MRT stations). If you hear the ring of a bell or the words “excuse me”, try to keep to one side if it is wide enough.

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**7. How can cyclists and drivers safely co-exist on the pavements?**

This is also a pressing issue which cannot be divorced from the issue relating to the use of pavements. The imposition of fines for cyclists on pavements will not solve the problem of giving cyclists the confidence to ride on the roads. Motorists need to be educated on how to safely coexist with cyclists, and perhaps the highway code should provide for guidelines for safe interaction with cyclists on the roads. At the same time, there is no “cyclist highway code”. Cyclists, having not gone through the basic theory test for motorists, may not or be expected to know the laws of the road. Moreover, all the rules applicable to “vehicles” in the RTA and RTR may not, in theory and/or in practice, be applicable to bicycles, and cyclists should know clearly what their rights and liabilities are with regards to motorists. Again, we would be happy to assist in this clarification exercise.

We hope we have shed some light on this issue. Let’s remind ourselves that the world is already in too much of a chaotic mess and we do not need to start another war of the pavements and roads. We urge all fellow **road** uses, pedestrians and motorists to understand that if we all observe some basic and simple **rules**, the roads and pavements are actually big enough for all of us! We also take this opportunity to remind cyclists to practise safe cycling – always wear a helmet, be extra attentive and turn on your lights when it’s dark or raining, and be a polite and courteous **road** user.

Lastly, we wish to add that the above represents our views only, and not those of the cycling community of Singapore nor any of the relevant authorities.

Victor Yew  
SACA President