



# Pedal Update

No 176, Jan - Feb 2007 ISSN 1321-1870



from www.worldcarfree.net



Long John see Page 7



Barriers to Cycling on the Para Trails see Page 3

## Calendar

**15 - 16 Jan** Thinking on Two Wheels International Cycling Conference (see page 3)

**16 - 17 Jan** Tour Down Under

**14<sup>th</sup> Feb** BISA Business Meeting- All Welcome

**14<sup>th</sup> Mar** BISA Annual General Meeting - All Welcome

**7 pm** Normally business meetings are on the **2<sup>nd</sup>** Wednesday every month, at the Conservation Centre 120 Wakefield Street (Opposite Fire Station)

Join us at Fasta Pasta in Pirie Street at 6pm before the meeting. All BISA members are welcome.

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Pedal Update is the newsletter of the Bicycle Institute of South Australia Inc., and is published six times per year. BISA is incorporated in South Australia and is a member body of the Bicycle Federation of Australia (BFA).

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Opinions published in Pedal Update are not necessarily those of BISA. The Editor endeavours to ensure that information published is accurate, but recommends that readers contact the authors for confirmation if necessary. Editor: Ian Fisk 8296 3350 editor@bisa.asn.au Deadline for the next issue: 15<sup>th</sup> Feb.

**BISA on the Web: [www.bisa.asn.au](http://www.bisa.asn.au)**

**BISA's Mission: To promote cycling for transport and to represent all cyclists at the local, state, and national levels by working collaboratively with other interest groups and governments.**

## Road Hazards?

**Call Transport SA: 1800 018 313**

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## BISA Committee, 2006/7

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### Chairperson's Report



Hi Friends,

We're halfway through December and already 2 cyclists are dead with another grievously injured. Two of the crashes occurred on Adelaide's busiest arterial roads where, despite the frequent presence of cyclists, absolutely no facilities are provided to improve their lot! The need to give cycling safety a stronger voice remains undiminished. Our Government appears bent on massive expenditure on concrete and bitumen in the interests of doubling car and truck travel by 2020, yet tosses an absolute pittance towards everyday cycling. Despite the updated State Plan calling for replacement of car trips with healthier and more sustainable transport choices! Such contradiction makes it hard to see exactly where this Government is taking us or if they have any idea themselves!

We learn the cost of the planned underpass on South Road under Anzac Highway has blown out from around \$60M to well over \$100M! And it will go higher – as will the costs of the other underpasses planned for Port Road and Darlington. If the Freight Council has its way we'll be paying for similar

work on Marion, Richmond and Glen Osmond Roads as well! This road mania may not bankrupt the State – not immediately anyway - but it sure does seem a contradiction to be spending so much money chasing 'free flowing, high speed' traffic while also seeking reduced car use and its negative consequences. It sounds like double-speak of the first order!

It seems reasonable to ask for some benefits for cycling from all of the road and tunnel building? Where's the 'active transport dividend' that could be put towards better cycling facilities? Where's the money needed to establish decent cycling lanes or cycleways on South Road and elsewhere on our main road network? Where's the 2% of the transport budget (around \$12M) that is cycling's fair share? When it comes to bikes, it seems money is in short supply!

If the people of Adelaide want a resilient Transport Future that is healthier for them and their children, that is less polluting and less vulnerable to inevitably rising fuel prices, *then they will need to get up and demand it!* And Government will need to actively help them!

Despite the fantasies of Government health promotion programs, it's *not* just a matter of getting the bike out of the shed and riding it to work. Yes, there are personal choices to be encouraged. But for a great many of Adelaide's 400,000 households the 'cycling choice' remains a difficult one!

Area-wise Adelaide is a large city, 100km long by 35km wide. Suburbs are isolated more and more by impossible to cross and dangerous to use arterial roads. It seems very doubtful that we will ever afford the sort of public transport system the city's size would demand. If we are to achieve a sustainable transport future – that is a transport system that our children will be able to live with - Adelaide *must* make greater provision for cycling as an integral part of our transport system. Cycling facilities *must directly link with* public transport services and routes. We must have many many more secure bicycle parking facilities at transport interchanges and work and service centres. We must take reduction of car use and the role of cycling seriously and put cycling lanes on all arterial roads. And we must provide many more off-road cycleways providing fast bicycle access for all! This is the transport system all of us must demand and we must do it soon!

Sometime within the next decade or two – possibly much sooner - the world's production of conventional oil is very likely to 'Peak' – a point the US Geological Service has called 'The Big Rollover'. It won't be the end of oil nor will it be the end of the world. In fact it will only be obvious as we look back as production slowly declines. What it *will* mean that the world's transport systems will increasingly rely on very much more expensive *unconventional* sources of transport fuels to maintain consistency and reliability of supply. Costs will inevitably rise with no turning back and no 'business as usual' solutions

on hand. For a city such as Adelaide the consequences are hard to predict. Our sheer size, our inequitably distributed public transport services and the car-reliance forced on many of our residents by the rolling disaster of urban sprawl almost guarantees that Peak Oil will make life very uncomfortable for many of those in the outer suburbs. The 'transport vulnerability' of many of Adelaide's residents has now been documented by researchers from Griffith University and can no longer be ignored!

BISA's being doing a pretty good job for a voluntary cycling advocacy organization. We 'punch well above our weight' and have been successful in getting strategic ideas before Government and adopted into policy. However I emphasize

the 'voluntary' bit. The BISA Committee is a relatively small group of dedicated people acting on behalf of *all* of Adelaide's cyclists – not simply our members. Unfortunately this small group – currently there are 9 of us – need help if we are to continue! Several are 'retiring' at the next AGM in March 2007 and if BISA is to continue its work it's essential we get some new nominations to the Committee! Apart from some of the current Committee putting their hands up again there has been no response at all to our call for nominations in the last P.U. Please, give Committee membership some serious thought. Duties are not onerous and the rewards are great. Please contact me if you are interested!

Sam Powrie, Chair, BISA



## BISA Sponsors TOTW Conference Speaker

BISA will sponsor David Engwicht as a keynote speaker at the UniSA's 3<sup>rd</sup> **Thinking on Two Wheels** International Cycling Conference to be held at the Hilton Adelaide on January 15-16, 2007. More TOTW details and a registration form can be found at <http://www.unisa.edu.au/thinkingontwowheels>.

The conference's themes mirror BISA's objectives. Sponsoring a keynote speaker is an effective way of communicating our message to a wider audience.

David has been described as a social innovator, a significant leader in efforts to reduce the negative impacts of motor vehicle traffic on cities and towns and a proponent of shared space schemes.

He is considered one of the fathers of traffic calming and is cited as the inventor of the Walking Bus, Street Reclamation, and the Universal Anchoring Device. He is the author of several books including:-

- Reclaiming our Cities and Towns: Better Living through Less Traffic (1993),
- Street Reclaiming: Creating Livable Streets and Vibrant Communities (1999), and
- Mental Speed Bumps: The smarter way to tame traffic (2005).



David Engwicht

(Check <http://creative-communities.com/> for more information on David and Creative Communities International.)

The BISA management committee encourages you to visit the TOTW web site and consider attending the conference.

BISA applauds UniSA for their consistent support for cycling and we welcome this sponsorship opportunity.



## Barriers to Cycling on the Para Trails! Local Cyclists Form the Salisbury Bicycle User Group

BISA Member and Northern suburbs resident Andrew Hall reports that the Salisbury Council has commenced installation of a series of barriers along the Little Para Trails, apparently without consultation with or notification for those who use them! In Andrew's words, 'we are talking about the type of barriers that are used at railway crossing to ensure the pedestrians look both way before crossing... Four of these barriers are in the process of being installed. I first became aware of this returning from work yesterday (5/12/06) when I endeavoured to enter Jenkins Reserve from Porter St (grid I4 on Bike Direct map4). I was forced to get off my bike and walk it through... if I had had either of my trailers attached (one for child, the other for luggage) I would not have been able to enter the park at all and [and it's likely] that many other cyclists will no longer use this route as they make their way to either the Edinburgh Parks or the Holden's precinct.'

Andrew reports that one likely result will be local cyclists choosing to use Ponton St and Commercial Rd, these being the next most direct routes, Ponton St. is narrow with heavy traffic during peak periods and many parked cars. He says that 'the logic of this decision is to try and prevent *motor cyclists* from accessing the little Para parks and trails because of some very unfortunate incidents that have come about due to irresponsible behaviour.' Andrew asks if we will now

deal with *on-road* black spots in the same manner? Where particular drivers behave irresponsibly and endanger others, will we simply make life more difficult for legitimate users, forcing them onto some other road?

Andrew suggests that in this case barriers will not stop those causing the problem and will simply shift the motor bikes elsewhere. It's neither a sensible nor an acceptable solution. And he's right! All the research as well as professional opinion BISA sought from TransportSA suggests that there is no way that *physical barriers* can keep motor bikes off cycling trails while still allowing cyclists to have safe and free access! About the only way to do this is through public education, effective policing of trails and provision of alternatives for motorbike riders!

AS ANDREW says, 'I choose the cycling routes I and my family take for directness and safety. This decision seems to force us and encourage others to move away from this'. Andrew is forming a **Salisbury Bicycle User Group** to negotiate a better outcome with Council on this and a range of other cycling issues. BISA strongly urges anyone interested in promoting a better cycling environment in the Salisbury Council Area to contact Andrew (in the first instance via BISA at [chair@bisa.asn.au](mailto:chair@bisa.asn.au)) and join the new B.U.G. The more

people that 'sign up', the more clout it will have! And there are other issues that need support from a local Salisbury BUG as well. BISA is particularly seeking more vocal support from cyclists in the area for the very exciting **GreenLink Project** that will follow the railway line out through Salisbury and all the way to Gawler! We've got Government commitment to the idea now on paper (page 10 of Safety in Numbers) but it will need a *lot more* local support to make it reality!

For the time being, BISA will be writing to Salisbury Council asking that a full range of alternative solutions be sought to keeping motor bikes off the Para Trails and pointing out the hazards and negative outcomes that stem from use of barriers. If you would like to support better outcomes for cycling in the Salisbury Area please contact BISA and we'll put you in touch with the new B.U.G.

Sam Powrie



## Ten Years Ago

Ten years ago, VeloAustralis, the first Australian International Cycling Conference, was held in Fremantle, organised by BikeWest and the Bicycle Federation of Australia. It was notable for a number of reasons including the fact that it was the first time any Minister for Transport from this country attended and participated. SA's the Hon Diana Laidlaw was a plenary speaker and chaired the Women and Cycling sessions. Another BISA member, Professor Harry Owen, also addressed the opening session talking about Cycling and Health, warning about sedentary lifestyles which were costing \$65 million daily, with increasing obesity, heart disease and diabetes. Bruce Robinson talked to the delegates about oil depletion and sustainable energy.

If it all sounds familiar, remember this was 1996.

At the same time, Senator Bob Brown was talking to Parliament about Climate Change. David Suzuki and many others were also speaking out.

Meanwhile General Motors released the first electric vehicle in 1996, known as EV1. These were very successful for short trips, quiet and fast with no exhaust. They were some of the most efficient vehicles ever built but they threatened the big manufacturers and oil suppliers. Then they were recalled and almost all EV1s were crushed. The film 'Who Killed the Electric Car' tells that story ten years later.

After VeloAustralis, the BFA soon elected Dr Owen as President. He spoke and wrote about health issues, focusing on cycling as an aid to physical activity, transport and the environment, maintaining that riding needed to be regular, habitual, moderate and non-seasonal. Within 12 months, at the European Cycling Conference, all countries represented, including BFA, signed the proposal in support of the Kyoto Agreement. But not our government. Last month on 4 November, the London Cycling Campaign organised the biggest Climate Change Rally ever held in UK, from Lincoln Inn Fields to Trafalgar Square, going via ExxonMobil offices to the Australian Embassy and then to the USA Embassy to focus attention on these two countries which did not sign ten years ago. <http://www.icount.org.uk>

So what else happened in cycling in 1996 when BISA celebrated 22 years of advocacy?

BISA's President was Traffic Sergeant Peter Walter-Smith. He and his committee were largely responsible for getting Sth Aust uniformed police on bicycle patrols. BISA Life Member Hans Penning was dedicated to the preparation of the BikeDirect maps which were available that year. The Cycling Strategy for Sth Aust was launched. The revision of AUSTRROADS part 14 was undertaken by Kym Dorrestyn.

Amid criticism, the Unley City Council's 5 year trial period of 40kms/h in residential streets was completed, reducing crashes and injuries. That reduced speed continues to the present. Permanent bicycle lanes were painted on Duthy Street in Unley. BISA contributed to the development of Local Area Bike Plans in many LGA areas. The State Bicycle Committee stopped meeting. The Veloway on the Southern Expressway had the go-ahead. The cycling Airport Link to the city via Torrens Linear Park was planned. Cyclists continued to become confused and lost on the Torrens Linear Park due to lack of suitable signage, a problem which continues to this day.

In 1996 we saw the launch of 'Pedalling Health: Health Benefits of a Modal Transport Shift' by Ian Roberts, Harry Owen, et al. Bicycle parking rails were installed outside the Minister for Transport's office on North Terrace and twenty new bicycle racks were installed at Adelaide TAFE. Bicycle lockers were built at a number of rail stations and free transport of bicycles on trains in off-peak times was established. A number of Councils bought bicycles to be used as alternative transport for staff. There was continuous lobbying from BISA for the development of the Coastal Bikeway. Bicycle racks were trialled on STA buses, using a prototype from overseas, but in spite of the Minister's approval, this was not adopted in this state. Brisbane has successfully had this facility for a number of years now. About this time, Qantas introduced compulsory and totally inadequate bicycle boxes, for a fee, for transporting bicycles as accompanying luggage. The SA Office of Road Safety tried to suggest that all cyclists should be compelled to wear yellow clothing. Drivers were banned from using mobile phones.

SA's Cycling for Pleasure Group celebrated its 20th anniversary in 1996 as the first recreational cycling club in this state. CPG celebrated its 30th anniversary this year (2006) with a ride in South Island, New Zealand. Bicycle New South Wales and Bicycle Victoria, both founded in 1976, were 20 years old in 1996.

The Great Nullarbor Bike Ride set off with 120 riders from Adelaide in Sept 1996 to ride almost 3000kms to the VeloAustralis Conference in WA. It also celebrated the first crossing of the Nullarbor by bicycle in 1896 by Arthur Richardson. This GNBR event had a reunion in Adelaide recently and some of the original cyclists rode from Adelaide to Mt Gambier via the Coorong to celebrate.

So what else do BISA members remember from ten years ago??

Margaret Day



## South Australian Cities Made for Cyclists

Recent trips to the cities of Port Pirie and Whyalla have provided a refreshing cycling experience. In general the traffic is minimal compared with Adelaide and the streets are wide providing plenty of cycling space with or without painted lanes.

Both towns have significant employers, Onesteel in Whyalla and Pasminco Lead smelters in Port Pirie. That latter was built at a time when cycling for workers was the norm and as a result cycle storage was built that would hold at least 1,000 bikes. The 30 or so stored today look rather lonely.

Whyalla's Onesteel is located 2 or 3 km outside the city and cycling paths have been built adjacent to the roads enabling safe access to the location. Port Pirie's lead smelter is in the town and appears accessible on the existing roads.

Port Pirie Township is on flat land and presents no challenges to cycling in that respect. Whyalla has a couple of steep hill areas but these are no barrier to a regular cyclist. Both towns are less than 10km across so a regular commuting cyclist from Adelaide has time on their hands each day- to work in 15 minutes is a foreign experience.

Both towns have commenced a process of building cycling infrastructure. In Port Pirie there is a pleasant cycle ride along the river side near the grain terminal. Bentley's cabins (100 plus) and other accommodation in Port Pirie make this an ideal base to explore the southern Flinders by cycle. In Whyalla dedicated cycle tracks have been built on the road from the airport to the city, behind the educational facilities of Uni SA and TAFE and through the wetlands complex. The latter is designed to capture storm water and ease the cities



dependence on piped Murray water.

Whyalla schools field a team in the Annual Solar Cycle Challenge. Dedicated teacher Bruce Ledo is the co-ordinator of this group and is working up ready for this years challenge in a few weeks time. Hopefully Pedal Update can feature a story in our next edition.

Both towns have dedicated cycle shops, retailers who have been in business for many years, providing reliable service to their clients. In Whyalla I tracked down Jenny Ogers at the bike shop and hired a bike on my first day. I expected to be there a week and now into my 7<sup>th</sup> week I still have the bike and no cash has changed hands. Throughout Whyalla in businesses there are pads of tear off maps of the town. A one page UBD for free. (just another advantage of small cities) Cycle tracks are well marked on it.

Planning a trip to Whyalla or Port Pirie? Bring your bike or ring ahead and arrange a hire.

Richard Bentley



## TravelSmart Access Guides Released

A series of guides has been released for the metropolitan area, to make it easier to plan an environmentally-friendly journey. The four **TravelSmart Access Guides** show Park 'n' ride locations, public transport information, secure bicycle lockers, shared use paths, bicycle lanes and walking trails for the areas of:-

- North and North Eastern Suburbs
- Eastern, City and Hills Corridor
- Southern Suburbs.
- Western Suburbs.



service centres and libraries and at the Christies Beach, Elizabeth, Marion, Mitcham, Modbury, Port Adelaide, Prospect, Regency Park and Tranmere offices of Service SA. For further information about the guides please call (08) 8226 8222.

**Ed: Note that while the new and improved DTEI Bike Direct**

**Maps are now only available online (see: [http://www.transport.sa.gov.au/personal\\_transport/bike\\_direct/maps.asp](http://www.transport.sa.gov.au/personal_transport/bike_direct/maps.asp)), these TravelSmart Access Guides contain most of the same information. If you are looking for something like a BikeDirect map for your pocket, grab one of these!** (from PedBikeTrans Bulletin).

The new Access Guides are available from council customer

## Adelaide City Council (ACC) Bike/Pedestrian Paths

Council are looking at installing bike/pedestrian paths through the parklands and have been spending approximately \$300k per year over the last two financial years and we have budgeted same for the next 4-5 years so that there will be a continuous loop around the city, extending over 20km of off road path.

The path will be identified as a shared/bike pedestrian path wherever possible.

We are currently designing the section of the path through the West Terrace cemetery.

A preliminary design was sent to BISA for comment.  
*extracted from correspondence from ACC.*



## Team Whyalla

In 2005 I led a team of year 10 students (15 year olds) from Whyalla High School in the World Solar Cycle Challenge.

The challenge was the second run by Bicycle SA in conjunction with the Darwin to Adelaide World Solar Challenge.

The cycle challenge covered 1500 km. From Ceduna on the West Coast, around the Eyre Peninsula to Whyalla where stage one finished. Stage two went from Wilpena Pound down through the Flinders Ranges, the mid north and finished in the Barossa Valley. On the last day we took the vehicles into Adelaide and Victoria Square where we met up with the solar cars.

Our own experience was not without pain. We had a "Greenspeed" racing trike fitted with a German in-hub rear wheel motor. The motor is to assist the racers in hill climbing in particular. On the west coast we encountered two days of a one-in-fifty year rain. The electronic controller seals failed and the electronics were drowned. Despite this the team battled on with human power alone and ahead of two teams who did have power Team Whyalla won their division. We became the "Little Aussie Battlers"

Team Whyalla was, and I believe still is unique. The team was provided with very generous support from the Whyalla City Council. For this reason the team is Whyalla based rather than belonging to a school. The consortium which has control is made up of members of the Secondary school community, the Whyalla Cycling Club and the Whyalla City Council. The business community of Whyalla have also been very supportive. A local IGA provided all the team supplies for 2005. (visit <http://www.whyallahs.sa.edu.au>)

While not held in 2006 participating organisations are hopeful it will resume in 2007.

We are rebuilding and refining the trike ahead of 2007. New electronics and state of the art batteries, along with a lot of reengineering will hopefully make us competitive next year. Sponsors are already coming on board from the business community.

An exciting outcome from 2005 has been the creation of "Energy Education

Australia" This new association will foster and drive the development of programs in schools, colleges and universities across Australia, in alternative energies. The association will showcase the work being done and two events are already in planning for 2007. With the world running out of fossil fuels the development of new and exciting energies and particularly transport will see us all rethinking our lifestyles and consumption. (visit <http://www.energy.edu.au>)



Ceduna Start

Bruce Ledo, Team Leader, Team Whyalla.



## Progress with Secure Bike Parking

Members will recall from the last Pedal Update that BISA met with the CEOs of both Public Transport & TransAdelaide to discuss the further integration of cycling with train and bus use (ie; 'bike-n-ride'!). One key issue that BISA sought progress on is the systematic provision of large-scale & secure bicycle parking at public transport Interchanges. We hope to report more on this in the New Year. However, as a result of BISA's representations Public Transport and TransportSA have started identifying prospective enclosure designs and security technologies that might best provide bike/bus/train travellers with the security they need.

One such structure is the prefabricated bicycle shelter developed for Adelaide University. The shelter houses 40 bicycles and uses hanging rails to maximize space. The Adelaide University shelter:-



- provides secure storage
- can be located next to existing buildings
- provides immediate use after installation.

It uses a secure 'swipe card' on a user-pays system to gain access to the enclosure and provides secure locking points for personal bike locks etc.

TransportSA also report that they have a number of the 'blue box' secure lockers available with 272 currently in use out of a total of 411 (there are waiting lists for some locations that are fully utilized). There are vacancies at many locations including Aberfoyle Hub (3), Blackwood (10), Coromandel (8), Golden Grove (6) and Grange (8). **Bike Lockers are available for a deposit of \$50 (refunded upon return of key). Bookings via the InfoLine on 8210 1000 (for hearing impaired, call TTY on 8303 0844) or the Adelaide Metro InfoCentre, cnr King William and Currie Streets.**



## Contributors

Thanks to the contributors and proof readers for this issue, including:- Richard Bentley, Margaret Day, Pam Fisk, Bruce Ledo, Sam Powrie and Bev Wilson

## The BikeAbility Toolkit: Coming to a Council Near You!

The BikeAbility Toolkit is a free, Excel-based interactive survey tool that gives Council staff or consultants, and indeed anyone interested in better cycling, a systematic assessment framework for evaluating cycling facilities and the cycling environment *across* a given area or *along* a particular route. Based on 158 key questions, in its web-based form it also gives the user immediate access to a selection of authoritative standards documents and references. The Toolkit was developed by the Bicycle Federation of Australia with support from the Federal Greenhouse Office and the Cycling Promotion Fund. It is an excellent resource basis for assessing conditions for safe, secure and convenient cycling and identifying how things can be improved.

In September the BFA offered to fund BikeAbility training workshops for South Australia. BISA took up the challenge and with the backing of the Port Adelaide Bicycle User Group and direct support from the Port Adelaide/Enfield Council managed to organise two sessions – the first on 24<sup>th</sup> November for Council officers and the second the following day for **Bicycle User Groups (BUGs)** and interested members of the public. The workshops were very ably presented by Warren Salomon, ex-President of Bicycle NSW and sustainable transport consultant. The Port Council provided an outstanding venue in the Town Hall along with excellent AV equipment and kitchen facilities (thanks Danuta and Peter) and the BFA picked up the tab for catering and for all travel expenses.

Although the Toolkit sessions only occupied the afternoons we decided to offer special morning activities as well and nearly all participants came for the whole day! On the 24<sup>th</sup>, Peter Watts, Manager of the Office for Cycling & Walking, gave an excellent presentation outlining the role of his office and plans unfolding for cycling development in SA and the implementation of 'Safety in Numbers'. I could not be there first up to introduce Peter and Warren but Christian Haag, General Manager of BicycleSA was kind enough to step into the role for the morning.



Michael Walsh, Warren Salomon, Sharon Holmes and Sam

The following day BISA conducted a special 'community meeting' before the Toolkit session which was attended by several members. I also gave a presentation outlining key strategies which BISA has 'formed up' over the last year and which I believe must guide where we put our energies over the rest of this current Government's term!

On both days Warren's presentations were informative and illustrated by a wealth of practical examples of the Toolkit's use, giving us a good idea of its potential. He also took us on a walk to key local sites to illustrate the do's and don'ts of cycling infrastructure design and the simple principles that need to be followed. On Day 1 we had around 15 staff from 9 Councils, the EPA, Land-TransportNZ and 2 major consulting companies. On Day 2, 12 BUG members and cyclists from the local Port Adelaide community came, including 2 Mt Gambier BUG members, Sharon and Michael, who were flown up at Council expense along with Council staff member Daryl Sexton. What a great, cycling-friendly Council the Mount must have!

In 2007 BISA hopes to organise another BikeAbility training session to support Councils and local BUGs. If you missed out this time please let me know if you'd be interested in a repeat workshop.

Sam Powrie, chair@bisa.asn.au



## Big Dummy Comes to Town

Early in 2007 the first of Surly's new transport bicycle frames will hit Australian shores. This will be the first time a reasonably priced transport bicycle from a major company will be available in Australia! It should be of great interest to all those people who have been struggling to carry their tools, shopping, camping gear or surf boards on a rack or trailer. Not that there's anything wrong with panniers or towing something. It's just that you reach a point when you can't safely carry more or the load becomes too awkward. That's where a dedicated transport bike comes into its own.

In Europe there are several types of transport bike available. The most interesting ones tend to be Dutch front-loaders (such as the Kemper Filibus or the Bakfiets).

They look great and I like the



Filibus

idea of being able to carry my bar fridge around with me. But most of the time all I need is something a step up from a couple of panniers (maybe 'slab-size'). The Big Dummy looks like it will fit the bill. So... what is it?



Big Dummy

It's what's known as a 'long tail' – a bike with an extended frame behind the rider and provisions for carrying either lots of 'stuff' or even 1 or 2 passengers riding 'pillion'. About 10-15 years ago local bike builders Ian Grayson and Bruce Steer constructed around 30 such 'long bikes'. Many are still in daily use and well known Greens MP Mark Parnell rides his regularly.

The Big Dummy is likely to be *much* lighter than a LongBike (see picture page 1) and will allow use of modern, up-to-date

components (especially decent brakes – essential when you're loaded up). Surly, a well known US builder of an interesting range of hard working and well designed bicycles will supply the Dummy as a frame you (or your LBS) can build up. Really, if you have a decent old mountain bike gathering dust you could just strip the components off to re-use them and you'd be 95% there! The frame is especially designed to accept the enormously roomy XtraCycle fold-down pannier racks which now have an Australian importer. These should allow the Dummy owner to carry anything that is vaguely round and longish - a couple of Blue Heelers for instance, a ladder or even an extra person on the back (XtrCycle make a nice wooden 'sitting' platform with a couple of sandal-shaped foot rests as well).

*So if you see something long, low and very black whiz by, bulging with the week's shopping and with a madly barking pouch on the side ('just like a sheep semi') it may just be me and my Dummy doing our best to be 'car free'. And if it works, maybe soon there'll be more Big Dummy's out on the road – not such a dopey idea really eh?*



Bakfiet and Passengers

<http://www.surly.com> <http://www.xtracycle.com>

Sam Powrie



## Sam's Letter to the Advertiser Dec 15<sup>th</sup>

It's been another horror week for cycling in Adelaide. We're supposed to be the 'cycling State' yet we have two more dead and one grievously injured. Predictably the police have pointed to cyclist vulnerability and appealed for more care when riding. But does this tell the whole story? Is it the fault of cyclists that they are killed or injured? What choices do they have to improve their lot? What about more care from drivers? Are there other issues police could be raising? The death of a 46y.o man on Grand Junction Road is a case in point. He was hit while riding on the footpath, which of course sounds like the wrong thing to do. However anyone who has experienced Grand Junction Rd from a bicycle saddle will tell you of the hazards involved in using the road, especially if towing a trailer or otherwise burdened. You face a continuous stream of cars and fully loaded trucks travelling at lethal speeds, many parked vehicles and the complete absence of any cycling facilities or dedicated road space! From Churchill Rd all the way to Port Adelaide there are no cycling lanes, no off-road pathways, no cyclist warning signs

and certainly no attempt to slow traffic down, despite plenty of width for cycling lanes and the frequent presence of adults and children riding to work or school. It's hard to blame the choice of the footpath and its dangers in such circumstances! This is one of Adelaide's busiest roads adjacent to several of the city's most underprivileged suburbs. The Government talks about 'urban renewal' and wants people to drive less and cycle more, but what are the prospects for this if we cannot provide the most basic of cycling facilities here? The Parks and other nearby suburbs house people least able to afford cars travel and the residents - adults and children alike - are far more likely to be dependent on bikes for everyday transport! Yet they are hemmed in by 6 extremely busy main roads, only one of which (Days Rd) is at all bike-friendly. What choices do they have? Of course they'll ride on the footpath until this Government puts some money where its mouth is and provides the cycling facilities that communities such as these need.

Sam Powrie, Chair, Bicycle Institute of S.A.



## CBD Bicycle Parking: 2<sup>nd</sup> Secure Lockup for Wakefield House Staff

Secure bicycle parking for staff is largely ignored by most CBD employers. To make it happen, employees sometimes need to do the groundwork themselves. This has been the case where I work at the Dep't of Treasury & Finance on Wakefield St. While there was already one secure bike parking area, it had been "outgrown" for quite some time. Names on the waiting list didn't seem to get any closer to the top and it became evident that the majority of non-cycling staff didn't even know that the Department *had* a secure bike parking area. An notice seeking staff interest in more space was placed in our weekly intranet newsletter and enough names were collected to put a case to our Chief Exec.

is located on the side of the lane off Gawler Place which runs down the side of the car park where Fleet SA is located - just across the road from Wakefield House where we work. With all the hard work done, all the Department needed to do was sign the cheque and collect the accolades! It's worth noting that when I first looked for somewhere to safely park my bike, I got in touch with the Adelaide City Council, only to find that all the parks were full and they had stopped taking names for the waiting list. This should be an instant signal to ACC that there is further demand and more parks are needed across the Adelaide CBD.



Peter Sampson

We were exceptionally lucky in that Peter Sampson, BISA's Bike Parking Coordinator, an active cyclist and instigator and honorary manager of the initial lock-up, is also an expert when it comes to making things happen! Peter researched a suitable location, obtained approval from the land-owner, prepared construction plans, obtained quotes, prepared the funding request, submitted a Council application, obtained the necessary permissions and approvals, engaged contractors and supervised the project to completion. The new bike park

Bev Wilson, DTF.

**Note: BISA will shortly be talking to the ACC about several opportunities for their provision of more secure 'swipe card' public bicycle lock-up facilities around the City. Stay tuned for more news.**



## Notice of 2007 BISA Annual General Meeting

The Annual General Meeting of the Bicycle Institute of SA Inc will be held on 14<sup>th</sup> March 2007 at the Disability Resource Centre, 195 Gilles Street, Adelaide, commencing at 7 pm.

The nature and order of the business to be transacted at the meeting shall be :

- Welcome and apologies

- Guest speaker, Peter Watts (see Page 12)
- Minutes of 2006 AGM
- Consideration of the accounts and reports of the Committee
- Consideration of the audit report
- Appointment of auditor
- Election of Committee members
- Other business



### ADELAIDE PARK LANDS COMBINED GROUPS MEETING

Earlier in Nov. BISA was invited to a meeting of organizations with mutual interests in the preservation of the Adelaide Parklands. The gathering on 7<sup>th</sup> Dec. was chaired by the Parklands Preservation Society and Committee Member Richard Bentley attended. He reports that the meeting was called in response to plans for building new and permanent facilities for motor racing and possibly other sports in the Victoria Park area. Discussion was extended to include consideration of potential threats to all open space in the Adelaide area.

Several motions were supported urging APPA to continue to fight for maintenance of the Parklands as free space and to seek assurances from Government that no more permanent buildings would be established in the Parklands. This assurance was given by the Labor Government when the Grand Prix first came to Adelaide.

It was indicated that considerable public funding was likely to

be required for the building of new facilities in Victoria Park in the form of loans or grants. Richard suggests that this money might be better spent on facilities that would be available and used daily by commuters, tourists and recreational cyclists rather than be swallowed up by permanent buildings in the Parklands.

Members should look for increasing publicity around this matter in coming weeks and months. BISA would be very interested to hear Member's views as to how the continued preservation of the Parklands might best serve the interests of Active Transport and of course bicycle use in particular. The campaign initiated by the Parklands Preservation Society appears to be in the interests of cycling as well as preservation of open space. Our committee would welcome any suggestions on how we might support it.

Contact Richard Bentley at [membership@bisa.asn.au](mailto:membership@bisa.asn.au)



### From the Net

**Ride to Work' Calculator:** The National Ride to Work day has come and gone. While support in the Eastern States seems to have been strong there is a general sense that it didn't really get off the ground in S.A. Perhaps it will be supported more strongly in 2007. In the meantime BikeVictoria (who received the funding for coordinating National RTW) have posted a nifty calculator on the net. It does the numbers on burning kilojoules, saving on petrol money etc. See: <http://www.bv.com.au/join-us/30225>

**Penalosa Speaks:** Mayor of Bogotá, Enrique Peñalosa accomplished remarkable changes of monumental proportions for the people of his country in just three years, especially for its non-driving citizens, by restricting automobile use and instituting a bus rapid transit system which now carries a 1/2 million residents daily. Among other improvements he *implemented over 160km of bicycle paths*. <http://www.nycsr.org/nyc/video-view.php?id=20>

**World Overshoot Day:** October 9<sup>th</sup> was World Overshoot Day - from then to the end of the year we are living beyond the means of the world to provide for us. It seems only the 'fossil-fuel pumping' of agriculture is keeping us alive! <http://www.energybulletin.net/21231.html4>.

**David Suzuki on 'Small Things':** "Most people have heard of the "butterfly effect" – the idea that a small change, such as a butterfly flapping its wings in one part of the world, can set in motion a series of events that leads to a big event,

such as a tornado, somewhere else...science now shows that there's a literal aspect to the theory that has much broader implications...seemingly small actions can have big consequences. More and more, we are finding that our world is not nearly as vast and limitless as we once supposed. Not only is it interconnected, but it is this very interconnectedness that drives it. In this world, we are all butterflies and we need to be mindful of what can happen when we flap our wings." More info: <http://www.davidsuzuki.org>.

**Sensible Exec. Transport?** From The Age, Oct. 13<sup>th</sup>. 'While many people are concerned about congestion on our roads and the price of petrol, a large group of commuters are able to buy petrol heavily subsidised by the Federal Government... The subsidy gets bigger and the tax-free windfall larger when commuters with subsidised vehicles drive unnecessarily or loan the vehicle "to get the kilometres up" ...I am referring to those in middle and senior management, who benefit from being able to salary package with a novated lease for their car. They can buy petrol at a price that does not include GST, using income before tax...all thanks to the federal tax system...If the Federal Government wanted to reduce the demand for petrol and reduce congestion, it would stop this concession immediately. Then all commuters could be offered a similar concession to allow the purchase of public transport tickets [Ed; or bicycles!].' From Jeff Nottle via Elliot Fishman, Institute for Sensible Transport. More: <http://www.sensibletransport.org.au>



## Cycling for Pleasure Rides

**January 8 Evening Rides In Comfort** Meet Brighton Railway Station Car Park 1800 (6.0pm)

**January 14 Meet in Victoria Square at 8.00 a.m.** (yes 8.00 a.m.) Ride to Day's for lunch and a swim. 9 Church Rd., Mitcham. Bring lunch but fruit, tea and coffee will be provided. Graham & Margaret 8271 5824

**January 22 Evening Rides In Comfort and every two weeks** Meet Brighton Railway Station Car Park 1800 (6.0pm)

**January 28, 2007 With the Grandchildren.** Meet at Unley Park Railway Station to catch the 4.05 train to Belair. (Train leaves Adelaide at 3.55 and arrives Belair at 4.29., Fish & chip orders taken on the train Ride, activities and fish & chips in Belair National Park. Return on 6.35 train from Belair arriving Unley Park at 6.56 p.m. Anne 8278 7321.

**February 5 Evening Rides In Comfort and every two**

**weeks** Meet Brighton Railway Station Car Park 1800 (6.0pm)

**February 11 Eastern Suburbs Ramble** Meet in Victoria Square at 10.00 a.m., A 40 km ramble through the leafy eastern suburbs. Bring lunch. Helen 8356 1607

**February 19 Evening Rides In Comfort and every two weeks** Meet Brighton Railway Station Car Park 1800 (6.0pm)

**February 25** Meet in Victoria Square at 10.00 a.m., A 35-40 km flat ride to the west and south. Eric 8377 0639

**March 5 Evening Rides In Comfort and every two weeks** Meet Brighton Railway Station Car Park 1800 (6.0pm) Check [www.cyclingforpleasure.org](http://www.cyclingforpleasure.org)



## Adelaide Touring Cyclists Inc.

The Rides Program for 2007 at closing date only included the below. Please check the website for the latest program..

**Thursday 25<sup>th</sup> January – Sunday 4<sup>th</sup> February.**

Thinking of riding the Audax Alpine Classic or just a weeks cycling from Myrtleford. Join us in January 2007. We will be staying at Bright Caravan Park from Thursday 25<sup>th</sup> January and leaving on Monday 29<sup>th</sup> January for Myrtleford. For a week of riding going to Lake Buffalo, Mt Buffalo, Mudgegonga, Millawa, Everton and Beechworth, down hill on way back. All subject to the weather. If you want to join us, you can book up at these sites. Bright Caravan Park Ph. 03 5755 1141, Arderns Caravan Park, Myrtleford. Ph. 03 5752 1394 Alan and Mary Ph. 8263 7651

**EVERY THURSDAY NIGHT - THE 30-30**

Meet at 6.00 pm at Henley Beach Square (near the Jetty). Distance 30km - Speed Fast / Very Fast; Average of 30kph. To Semaphore and Glenelg and back to Henley Square. Best

have your racer for this one. Insist upon sweating. Ride practises riding as a team. May break into a slower and faster group if numbers allow. Ph: Michael Dwyer 8294 0709.

**We are principally about loading up our bikes with panniers and all gear for touring locally and the rest of the world too. We do day rides: bitumen and dirt at various paces. And weekends and extended tours, generally unsupported. Monthly club meetings at Thebarton, 1st Wednesday of the month, with talks and discussions on cycling related topics. Check out activities on our website at 'adelaidetouringcyclists.org' for more information and contacts.**



ALL OTHER RIDES PLEASE SEE WEBSITE [www.adelaidetouringcyclists.org](http://www.adelaidetouringcyclists.org)

Cycling for Pleasure Group and Adelaide Touring Cyclists are corporate members of BISA. They provide great cycling experiences. However the accuracy of this information and the safety of their ride programs are entirely their responsibility.

## STOP PRESS BISA hosts TOTW Pre-conference Muster Sun 14<sup>th</sup> of January 6.00pm

Pre- Conference Muster hosted by **BISA- the Bicycle Institute of South Australia**. This is an opportunity for **BISA members** to meet speakers and intending delegates in a relaxing atmosphere at **The Brecknock Hotel** (401 King William St). You may not be in a position to attend the conference but this is a way for you to adsorb some of the flavour and to show your support for cycling.

The evening will feature:

- An address by Andrew Dickson - trained by former US Presidential candidate, Al Gore to deliver the message of his film, "An Inconvenient Truth".

**Latest News from the BFA:** The BFA's campaign to obtain a line of Federal funding specifically for cycleways is gaining pace. A motion supporting a local Government agenda on 'Cycleways to Recovery' was put to the 2006 Australian

- A preview of the BISA conference poster display- **Adelaide Greenlinks**.
- An opportunity to meet some of the keynote speakers and fellow conference delegates.

Food and drinks will be at modest hotel prices.

RSVP preferably by email to [membership@bisa.asn.au](mailto:membership@bisa.asn.au) or phone 0434 990 163 to secure a place. Limited numbers can attend.

Visit <http://www.unisa.edu.au/thinkingontwowheels/> for full details

**Richard Bentley**, Membership Secretary

Local Government Association's National General Assembly of Local Government held on 27-30 November 2006. The resolution was passed! see website for details.

[http://www.bfa.asn.au/bfanew/advocacy/bfa\\_advocacy.htm](http://www.bfa.asn.au/bfanew/advocacy/bfa_advocacy.htm)



## Bicycle User Group (BUG) Contacts

Council Area/Organisation	Contact Person	Home	Work
Adelaide	Johan Louw		8203 7405
Adelaide Institute of TAFE	Yvonne Ladd		8207 8623
Burnside			
DSTO Edinburgh			
Flinders Medical Centre	Mike Brisco		8204 4105
Glenelg/Brighton(Holdfast Bay)	Neil Phillips		8229 9922
Marion	Craig Cooper	0402 335 911	8375 6636
Mitcham	Trudy Wellby		8372 8853
NRG-Flinders/TerraGas HQ	Gerry Velatis		8372 1904
Onkaparinga	Vinh Ngo		8384 0536
Option West(Regency Park Centre)	Sam Powrie		8348 6000
Port Adelaide	Brian Acland	8242 0866	
Regency Inst of TAFE	Michael Southren		8348 4549
Stirling	Kath Cooper	8339 3049	
Transport SA	Peter Larsson	8364 5212	8226 8214
University of Adelaide	Environment Officer		8303 5182
Unley	Ashley Campbell	8297 6249	
Waite Campus, Uni of Adelaide	Jelle Lahnstein	8362 8223	8303 7260
Westpac TMC	Rod Munro		8369 1642
Women's and Children's Hospital	Kevin Duffy		8161 6455

**Reminder: Subscriptions fall due in May. Subscribe and help BISA work towards better cycling in SA  
Do it Online, check our website**

**BISA membership form:-** Bicycle Institute of SA Inc., GPO Box 792, Adelaide SA 5001

Yes, I want to join BISA. My membership will include free legal advice on cycling matters, subscription to Australian Cyclist magazine and Pedal Update newsletter.			
Membership renewal (please include any corrections to your address, etc.)			
(tick box)	1 year	2 years	Name
Individual	\$45	\$88	Address
Household	\$55	\$105	Post Code
Organisation	\$65	\$125	Phone(h) Phone(w)
Concession	\$40	n/a	Email :-
Number of persons (if Household)			
Age range of applicant (please circle): < 18    18-30    31-40    41-50    >50			
Send cheque or money order. Overseas prices on application Other Payment option details on Web site.		Signature	
What knowledge or skills do you have that could be of use to BISA? (e.g. engineering knowledge, letter writing, political skills, etc.)			
If you would like to support BISA's advocacy efforts by making a donation, please add it to your membership payment and write the amount here: \$ _____			
Please circle your choices		<ul style="list-style-type: none"> <li>• I wish / do not wish to receive cycling related information by email.</li> <li>• I wish / do not wish to receive my copy of Pedal Update in electronic format.</li> </ul>	



Return Address

BISA  
GPO Box 792  
ADELAIDE SA 5001

Give cyclists a metre



Printed on 100% bi-cycled paper

STOP PRESS

**Speaker for BISA A.G.M:** Peter Watts, Manager for the Office of Cycling & Walking, has accepted BISA's invitation to be guest speaker for the AGM on March 14<sup>th</sup> 2007. Peter will provide us with an update on the development of cycling across S.A and layout his Office's central role and vision for cycling's future over the next Government term and beyond. Given the very significant projects and initiatives undertaken by the Office of Cycling and Walking (OC&W), Department for Transport, Energy and Infrastructure (DTEI) and Government generally over the past year (including implementation of 'Safety in Numbers', S.A.'s cycling strategy) this will be a presentation *everyone* interested in cycling in Adelaide should catch!



Last year we had a very disappointing turnout. Let's try to put on a better show this year - please put the date in your diary now! More details to follow.

**Cyclovia Adelaide - Still Coming:** Daniel Paez, Manager of Cyclovia Australia informs us that the inaugural Adelaide City event, planned for January 2007 has been postponed with a new target date set for April. Planning is underway with the Adelaide City Council for this first South Australian Cyclovia. **Cyclovia means Life to the street!** Roads with barely a car insight and people of all ages walking, cycling, rollerblading or pushing a pram. During Cyclovia cars are not allowed to drive in the selected roads. The first Australian Cyclovia was held in May, 2006 in Moreland, Victoria. Over 5,000 people participated with great support from traders and the local community.

Cyclovias have been held around the world to provide communities with opportunities to really experience what it might be like to 'live locally', free from the domination of traffic and cars. Daniel points out that it is essential that this first Adelaide event be, safe and successful and that it also be seen as sustainable - something that should occur on a regular basis. Stay tuned to Pedal Update and BISA's E-News for further information. Check out Cyclovia at: <http://www.cyclovia.org>.



**Nomination Form** for BISA Committee 2007/8  
AGM. 14 March, 2007

I, \_\_\_\_\_ (Member's name)

of \_\_\_\_\_ (Member's address)

being a current financial member of the Bicycle Institute of South Australia Inc. nominate

\_\_\_\_\_ (Nominee's name) for the position of \_\_\_\_\_

for election at the 2007 Annual General Meeting.

\_\_\_\_\_ (Nominator's signature)

I accept this nomination \_\_\_\_\_ (Nominee's signature)  
to reach BISA by 14 Feb 2007