



Pedal Update

No 172, May - Jun 2006 ISSN 1321-1870



Phil Allan, Director Safety, Legislation and Intergovernment Relations Transport Planning who spoke at our AGM.

Hopefully a summary will be in our next issue.



BISA does not condone defacing signs, but this one is very good! (**STOP DRIVING START: WALKING! BIKING! USING PUBLIC TRANSPORT!**)

Calendar

- 7th May Cycle for Carers see page 2
- 10th May BISA - Business Meeting - All Welcome
- 14th June BISA Business Meeting- All Welcome
- 7 pm Business meetings on the 2nd Wednesday every month, at the Conservation Centre 120 Wakefield Street (Opposite Fire Station, entry via rear entrance). 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: 15th June.

BISA on the Web: 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

Printed by 'Copies and More' phone 8295 7522

BISA Committee, 2006/7

Committee Member	Role & Portfolio	Contact
Sam Powrie	Chairperson, Road safety, speed limits, Infrastructure, BFA & DTUP liaison.	8449 9902(h)
Peter Sampson	Secretary, Coastal Park project.	8226 5590(w)
Ian Graham	Treasurer	
Mike Brisco	Web Manager	8365 7489(h)
Ian Fisk	Editor Pedal Update.	8296 3350(h)
Richard Bentley	Membership secretary	8352-8762(h)
Jeremy Miller	BUG Coordination.	0438 837 372
Peter Sampson	BUG Coordination assistant	8226 5590(w)
	Ride to Work, with Peter Sampson	
	Engineering, Technical Coordinator & Local Gov't liaison	
	Adelaide Touring Cyclists appointed representative	
Scott Hamon		8245 8223(w)

Chairperson's Report



At the AGM on March 9th 4 highly-valued members of the BISA Committee resigned. Alan Marriage, our Secretary and Committee member for the last 4 years handed on his duties to Peter Sampson to spend 2006 travelling and seeing more of the world from his bike. Laura Adele, our meticulous Membership Secretary has handed her duties over to Richard Bentley pending a move to a cycling nirvana yet to be decided, somewhere on SA's Southern Coast & Peter Good our Technical Convener extraordinaire leaves to better focus on work commitments in cycling consultancy & education. Tom Eltridge-Smith, representing Adelaide Touring Cyclists also resigns to focus on work commitments and rebuilding his health following a rather horrific assault last year while riding his bike home one night. Hopefully he will be back on his bike soon! We thank all of these past Committee Members for their commitment and efforts on behalf of cycling and wish them the very best. They are truly 'friends of BISA'!

At the AGM we also welcomed Scott Hamon onto the Committee. Scott is a frequent bike commuter and gives us a bit of a profile of himself elsewhere in this issue. Other Committee Members elected were myself (as Chair), Richard Bentley (Membership Secretary), Peter Sampson (Committee Secretary), Jeremy Miller (BUG Coordinator), Ian Fisk (Editor), Mike Brisco (Web Manager) and Ian Graham (Treasurer). This of course still leaves the Committee three members short! All Members (in particular *younger* Members) are invited to join us - please call or email me with any inquiries!

The coming year offers BISA many very exciting opportunities. Just before the election Patrick Conlon (Minister for Transport) released SA's new cycling strategy, 'Safety in Numbers'. There are several aspects to this document which provide us with hope for the future. The goals outlined in the strategy are based – as its title says – on research showing that *increasing cycling* is absolutely essential for *ensuring safe cycling*. There are a number of possibilities that flow from this. The map on page 10 also outlines major 'arterial cycling' additions to the BikeDirect Network! BISA will be following this up, initially by providing Government with a strong set of Implementation Recommendations. Check upcoming Pedal Updates and the web site for details. Please have a look at 'Safety in Numbers' (at www.transport.sa.gov.au/index.asp) and send your comments and suggestions for our Implementation Recommendations asap directly to me.

This year will also see BISA's continued representation on the Cycling & Pedestrian Safety Task Force. Our first task for the year will be to provide the Task Force with a detailed paper documenting S.A.'s need for lower arterial road speed limits (and by implication, lower local area speed limits). We will also be developing a series of evidence-based Position Papers – expect to see notice of these (and opportunities to contribute) in the next P.U. At our February Committee meeting we resolved to create a new opportunity to participate in BISA's activities. 'Friends of BISA' (our preliminary tag for this) will not - in any way - replace BISA Membership. However we hope that it will offer many more people, currently with no links to our activities, an opportunity to hear about what BISA is doing and to contribute to cycling advocacy and thus be represented as the cycling public. Mike Brisco will initially coordinate this - expect to hear more about it in the next PU.



Cycle for Carers

A **Cycle for Carers** cycle ride will be held from Mount Barker to Goolwa via Meadows and onto Victor Harbor on the Encounter bike track on May 6th 2006. The purpose of the ride is to have fun and raise money for carers at the same time. All the money goes towards the Carer retreat - often the only time out that the carer has. Each rider is sponsored by at least \$50.00. We finish at the Carer Support Centre at Victor Harbor for afternoon tea. Please ring 8552 7419 for further information and registration papers.



Summary of the Treasurer's Report to the Annual General Meeting 8 March 2006

Balance sheet for 2005

Receipts

Membership fees	13,896.00
Donations	475.00
Advertising income	1,400.00
Interest	1,485.58
Grants	2,000.00
Reimbursements	342.00
Sundries	552.60
	\$ 20,151.18

Payments

Magazines	7,027.57
Conservation Centre	275.00
Postage	955.73
Telephone expenses	79.35
Stationary	188.50
Web site	80.00
Telstra message bank	786.75
Bank charges and taxes	42.60
Printing	4,037.50
Member expenses	792.06
Insurance	1,517.00
Photocopying	361.60
Hall hire	168.30
Membership fees	550.00
Membership travel	422.00
Sundries	323.53
	\$ 17,607.49

Deduct:

Grant	2,000.00
Monies held for Bicycles for Refugees	593.60
	\$ 2,593.60
Deficit for year	- \$ 49.91

Renewal Time

It is membership renewal time. Please check to see if your renewal is due this year. A form is enclosed for all those members who are due to renew in 2006.

For payment please forward your cheque, Australian Money Order or a copy of the receipt from CPS Credit Union when making a cash deposit at one of their branches, or full details of an internet transfer with your completed form. For direct

New Bicycle Stickers Coming!

Thanks to those Members who responded to our recent 'sticker competition.' Below are some of the suggestions we have received. The Committee will shortly be choosing a select few of these to make up into a new set of stickers for Member's use. We'll continue to provide 'One Less Car' and the other 'perennials'. Members will be able to obtain these stickers via BUGs and by contacting our Secretary. Contact me if you see something you really like below or if you have further suggestions. Sam Powrie, Chair.

Previous deficits:

2004	- \$ 5,088.77
2003	- \$ 1,765.15
2002	- \$ 1,601.99

The possible balance at the end of 2006 is \$ 1,600.00.

We have made some economies in 2005. With some members taking the option of receiving 'Electronic Pedal Update' and now having the hard copies photocopied instead of printed with very little reduction in quality we estimate a saving of about \$ 800.00 in a full year.

While the committee has not recommended that fees should be raised now, it is possible that this may be needed in the future.

We are investigating further economies we may be able to achieve without reducing the core functions of BISA or the benefits and services to members.

The committee is dedicated to maintaining the financial viability of BISA Inc.

Ian Graham
Honorary Treasurer BISA Inc



payments over the counter and by internet please make the deposit to Bicycle Institute of South Australia and the BSB and account numbers are 805-022-02274115.

For direct payments please include your name for identification.

Please complete and forward the form for all payments.

When making cash or internet payments please provide all details including the date of the transfer. Without sufficient information it can be very difficult to credit payments to the right member.

Membership fees are printed inside the back cover on page 11.

Membership cards will be forwarded with the next issue of 'Pedal Update' after they have been received. If you would like yours earlier please include a stamped, self addressed envelope and it will be posted to you as soon as it has been processed.

Thank you Ian Graham Treasurer



Sticker suggestions:

Right to Ride, ThinkBike!, Quiet Revolution, Cycle Instead, Live Bike, Go By Bike, Cycle for Life, Best by Bike, PEDAL - don't drive!, TravelSmart!, Smile on a Bike, Be a Bike Buddy, **Cycle the Solution.**, **Cycling revolution.**, Cycle and recycle, Cycle Adelaide, Go by Green Link, Cyclists are pumped, Bikes fit on trains, Give cyclists a metre, Go by Human Power, HumanPoweredMachine!, Bikes R Best



Planning Day Report

On 28th Feb. the BISA Committee met to plan strategy and activities for the coming year. We did so with the assistance of Member and ex-Chair Mike Kokkinn as facilitator. There was of course only so much that could be covered in the course of the day & the process will be ongoing. We hope that you get some sense in the report below of the directions sought for BISA in 2006. Comments and further suggestions from Members are of course most welcome. Please send direct to me (chair@bisa.asn.au) or to 'Letters' via editor@bisa.asn.au.

Contextual Issues: We started the day identifying BISA's current context:

- **Cycling safety issues** – the realities and perceptions of 'cycling safety' remain significant issues in getting more people cycling.
- **A Younger Membership** – organized support for cycling needs renewal by the younger generation.
- **Cycling competency** – many people are starting (or returning to) cycling with limited competencies and few (if any) options for appropriate training.
- **Many drivers appear ignorant of the community's 'right to cycle'** - education of other road users is a major priority.
- **The interests of community cycling remain neglected** - cycling development remains *underfunded* in S.A. compared with other States. BISA needs to find ways to strengthen its role as 'a voice for cycling'.
- **Most Adelaide households own bikes** – there is great latent potential for more cycling. BISA needs to focus on 'cycling' - not just 'cyclists' - & the community's 'right to ride'.
- **Transport is dominated by cheap motoring** - 'oil addiction' & 'cheap oil' makes us all lazy, comes at great personal and community cost and is a central challenge to the development of cycling. Perhaps fortunately, it appears oil will never again be 'cheap'!

A 'Snap Shot' View - Where are we now? Some key issues for BISA:

- great opportunities as transport & related health costs become more obvious.
- Adelaide's Cycling Network remains very incomplete, particularly for cross-city commuting, provision of 'entry points' to the City and secure cycle parking.
- Cycling has quite a high community profile at present (due to the Tour Down Under and other press coverage)
- S.A.'s Policy Context remains poor in terms of cycling development (no mention of cycling in the State Plan).
- South Australia's vulnerability to oil shortages and rising fuel costs present great opportunities for cycling advocacy.

Achievements for 2005: Looking back the Committee

identified:

- the ongoing development of a comprehensive BUG-Network Project
- improved Council & LGA networks and linkages
- a renewed focus on Workplace BUGs and a 'Ride Friday' Project
- our BISA 'E-News' and the commencement of an 'internet advocacy network'
- provision of an 'Electronic-PU' option to members
- a start to the redevelopment of BISA's web site.
- maintaining sound administration and financial planning.
- positive representation at Ministerial level and frequent consultation with TransportSA.
- a broader social-action profile via the 'Bikes for Refugees' project
- high profile at the 'Thinking on Two Wheels' conference (two presentations and National coverage)
- we prompted creation of the Cycling & Pedestrian Safety Task Force (C&PSTF)
- pre-election canvassing of Political Candidates via a 'cycling initiatives' survey.

What opportunities do we now have?

1. **Build Political Profile:** To build awareness of key cycling issues within Government, BISA will review responses to pre-election survey, write to all candidates & establish a 'post-election information network' of MPs for distribution of cycling action information.
2. **Building Vision:** To capitalize on increasing concerns regarding our transport system, BISA needs to develop a clear platform on key issues & priorities for change. We will focus on website development (including development of a website plan), ensure consistent and direct contact with State and Local politicians, develop a consistent set of vision and position statements providing inspiration to both Government and community. Our most immediate tasks will include submissions to the C&PSTF & the Minister re. "Safety in Numbers" and establishing more regular consultation with TransportSA (Office of Cycling & Walking).
3. **Education and Community:** To ensure more cycling awareness in the Community - BISA will contribute to cycling safety discussions with Government (C&PSTF), communicate directly with Local Government across the State & target student and parent education & need for ongoing broad-based 'Bike Ed' for drivers (inc. bus operators). This could include provision of a 'report card' on Cycling Education including Bike Ed, Cycle maintenance and all aspects of cycling. BISA will establish on-line resources specifically for BUG groups (eg; guides to lobby Government, cycling 'report cards', Vision Statements, Fact Sheets etc) as well as more general cycling information. BISA will also work more closely with BicycleSA to further such goals & will finalise and

adopt a BUG Development Strategy

- 4. Media:** We need to improve communication channels and strategy for BISA's media contact. We will organise workshops for BISA members & BUGs, develop 'generic' presentations for advocacy & education activities & develop a media contact strategy.

Summary: BISA is a cycling advocacy organization. It does not (and currently cannot) provide the 'comprehensive services' that other organizations do. What it can do however is 'go where others fear to tread'! It is a community-based voluntary entity and relies entirely on its Member's imagination, commitment and belief in the benefits of cycling as a 'better way'. Over the past 30-odd years BISA has been highly successful in this role (witness Adelaide's BikeDirect Network, bike paths & Veloways). However, as they say, 'times have changed'!

It seems fair to say that most of cycling advocacy's 'low hanging fruit' have been plucked. Traffic is getting heavier, the City is getting bigger & the need for 'more people cycling more often' has never been greater! The next round of 'targets' for cycling development will require stronger arguments with much greater focus on outcomes for the whole community and a sustainable vision for the future. The Committee believes that BISA now needs to find ways of operating that are more strategic, more opportunistic and more community-focused. If we are to provide an effective voice for cycling, we need to be seen to be truly representative of the realities and needs of cycling as a key component of S.A's transport system.

I believe that this means our 'bottom line' or 'reference

SA: Call for Help!! From Gemma Kernich, Cycling Federation of S.A.

A crash happened on Tuesday 21st March approximately 8:30-8:45am on the New Norton Summit Road, in between the Pony Club and the first hairpin.

Grant Leonard (a Norwood Cycling Club/SA Cycling Federation member) and a friend were descending down Norton Summit Road, and another cyclist (identity unknown) did a u-turn directly in front of them. Grant apparently crashed into the cliff wall head-first trying to avoid the unknown rider.

Grant is now in the RAH Spinal Unit with no feeling below his chest (four broken vertebrae, four broken ribs, broken shoulder) but he remains positive for recovery.

The cyclist that did the U-turn provided false details, and

Quiet Persistent Lobbying Works

Further to the article in the last PU that after lobbying by staff, Dept. Admin and Information Services would consider another secure bike park. Funds have now been provided to move this project forward. Tenacity is a key ingredient to lobbying for your rights as a cyclist, as the saying goes,

Contributors

Thanks to the contributors and proof readers for this issue, including:- Ken Bragg, Mike Brisco, Pam Fisk, Ian Graham, Scott Hamon, Hans Penning, Sam, Powrie and Peter Sampson

point' must be improvement of *every-day cycling* (whether for commuting, shopping, riding to school, exercise or recreation). Our partner organizations such as the Cycling Federation of SA, BicycleSA & the Adelaide Mountain Bike Association already provide a focus on sport and recreational cycling. BISA's opportunity is the targeting of every-day cycling – the realities of the community's 'right to ride' efficiently and safely! As Chair for 2006 I will ensure that the Committee does everything within its means to ensure this is done as effectively as possible. However we need your support. We need you to renew your Membership. We need you to contribute your views, ideas and inspiration as frequently as you can. And we need you to keep cycling at every opportunity!

Cycling is indeed a powerful force for development of 'community' because it is entirely positive. When we ride we all engage in an active contribution to the Community's health and resiliency, even if we're just going for the paper! When children ride to school they are asserting their rights to strong and healthy bodies. When the Community at large is able to make the positive decision to ride whenever the opportunity arises, it will have the capacity to ensure a more positive future for all South Australians. Cities as diverse as London, Amsterdam, Ferrara and Bogota have demonstrated an acceptance of cycling as an essential component of their transport systems. It's now time for Adelaide to do the same but it won't happen without those already committed to cycling making their presence felt! That is the opportunity that BISA offers us.

Best wishes, Sam Powrie, Chair, chair@bisa.asn.au



"left for work" after the ambulance arrived, but before the police arrived. The only description we have been given is he was roughly 30-45 years old, had black hair and a black road bike frame. The jersey he was wearing was potentially yellow/white.

There were also at least six other cyclists who went past the scene before the ambulance arrived.

If you know of (or are!) the rider that provided false details, or can provide any information just as a witness to this crash or crash scene please contact the SA Police.

Our thoughts are with Grant and his family and friends at this difficult time and we wish him a speedy and full recovery.



"the squeaky wheel gets the oil" - quite true when it comes to bicycles. The fun part starts now - options/costings etc-, so start lobbying and happy pedalling, Pedro

Peter Sampson



Bicycle Production of Selected Countries, in Millions 1986-2000

Country	1986	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
India	5.3	8.4	8.8	9.0	9.9	10.5	11.5	11.3	11.0	10.5	11.0	11.0
China	41.0	31.9	36.8	40.3	41.0	42.0	41.0	38.0	30.0	23.1	42.7	52.2
France	N/A	1.5	1.2	1.0	1.0	1.3	1.3	1.3	1.3	1.6	1.8	1.9
Germany	2.9	3.9	4.9	4.6	3.5	3.2	2.9	2.8	3.2	3.2	3.2	3.2
Indonesia	2.0	2.0	2.0	2.2	2.5	2.8	3.0	2.3	3.0	2.8	2.6	N/A
Italy	1.6	3.5	3.6	4.1	5.2	5.8	5.3	4.0	4.0	3.0	3.3	3.2
Japan	7.8	8.0	7.5	7.3	6.9	6.7	6.6	6.1	6.0	5.9	5.6	4.7
Korea	2.6	1.5	1.5	1.3	1.1	1.2	N/A	0.9	0.8	0.6	0.6	N/A
Malaysia	N/A	0.3	0.4	0.6	0.7	0.8	0.8	0.5	0.8	0.7	0.8	N/A
Taiwan	9.9	6.8	7.7	7.5	7.9	9.2	9.7	7.4	11.9	10.1	8.3	7.5
Thailand	1.0	0.7	0.8	1.0	1.0	1.1	1.8	1.5	1.8	1.6	1.5	N/A
United Kingdom	1.2	1.3	1.2	1.2	1.1	1.2	1.2	1.2	1.3	1.2	1.3	1.2
United States	5.8	5.6	7.6	8.9	7.7	7.3	8.8	8.0	6.0	2.5	1.7	1.1

Sources: Bicycle Retailer & Industry News, Cycle Press, European Bicycle Manufacturers Association, Japan Bicycle Promotion Institute and Bike Europe. From the Bicycle India web site. Note the increasing cycle production in India and China and to a lesser extent in Europe compared with declining production in America and Japan. Also a picture of the substantial annual production of bicycles world wide- rough estimate of 100 million bicycles produced annually.



Summary of Holdfast/Marion BUG meeting Wednesday 1 April 2006

Holdfast Bay Issues:

that it can be as narrow as 3.5 metres.

Somerton Park Coast Park.

Committee has met for the third time April 1st. They are getting to the stage of discussing the various options to be presented to council and then to the general public for consultation. Notes from the meeting are on view in the foyer or on Council website under "what's new".

Sturt River Master Plan.

A master plan was presented to the March Council. The project is to provide a continuous trail along the river/drain from Belair National Park to the Coast by linking up of the shared pathway from the tram track to Anzac Highway. Approval will be required from S A water and public consultation will then take place, there could be opposition from home owners due to opening up the area to the public.

A proposal is being examined for the section from Pine Avenue to Tapleys Hill Road Glenelg North which is on roads, permission is being sought for funding and to use S A Water land. The pathway would be created by moving the fence closer to the drain and to use the area for the pathway with landscaping etc.

Concerns have been raised that Sturt River corridor should not simply be a shared path but it must be made a desirable recreation area with appropriate vegetation planted and places of interest to visit nearby.

Holdfast Shores

The coastal path in front of Holdfast Shores should be open mid year, the entertainment complex was to open with a fanfare at Easter, however it was not quite ready and they are looking at the next school holidays. It was reported that this track may be too narrow for a shared pathway however as it has a grass reserve on one side the standard prescribes

Marion Issues:

BISA received a grant from City of Marion to produce a brochure to promote cycling in Marion and BUG. Members have been asked to distribute 7,500 colour brochures to schools, bicycle shops, fitness centres and council venues. BUG thanks to Peter and Trevor for all their work.

Other Business

The Government is looking at making the dunes on Minda land at Somerton Park a Coastal Conservation reserve so that nothing can be built on them it could be a first step to routing Coast Park behind the dunes as at West Beach. Public consultation is underway and closes on 10 April with a public meeting to take place at the Glenelg Football Club on 27 April 2006.

Bicycle rails have been installed in the J T Cycles car park at Brighton.

Office of Public Transport has asked if council would have any objections to installing Bicycle Lockers on the southern side of the Tram stop in Maxwell Terrace Glenelg near Brighton Road, A key system would operate as per the lockers installed at some railway stations. Nothing further to report.

Bicycle parking rails have not been installed at the new Somerton Park Surf Lifesaving Club, this will be reviewed.

BUG Calendar.

Meetings to be held at 6:30pm, 1st Wednesday of the Month,
 3 May 2006 at Holdfast, 7 June 2006 at Marion
 5 July 2006 at Holdfast, 2 August 2006 at Marion



Media Release

Thursday, 30 March 2006



Government of South Australia

Department for Transport,
Energy and Infrastructure

Be Bright - Be Seen at Night

Sounds simple and it is!

With daylight savings coming to an end, cyclists are reminded they need to make sure they remain safe and visible when cycling after dark.

As legitimate road users, cyclists have the responsibility to obey road rules and share the road with others. Part of this is to ensure you can see and be seen in hazardous weather conditions or periods of low visibility - like at dusk.

Crash statistics tell us that many cyclist crashes happen simply because motorists don't see a cyclist.

To increase your safety on the road and comply with the law, ensure you have a steady or flashing white light visible from 200m from the front of your bicycle, a flashing or steady red light visible from 200m from the rear of your bicycle, and a rear reflector visible for at least 50m from the rear of your bicycle when a light is projected on to it with a low-beam.

For more information on safety tips and legal requirements for cycling, visit www.transport.sa.gov.au.

So next time you go out for a ride, think bright and use your lights at night!

Further information: Nicki Stewart, Manager, Media and Communications, tel 8204 8203 or mob 0417 803 977



Cycling England

Our Objective

Cycling England is a new national body which co-ordinates the development of cycling across England. Our aim is to encourage more people to cycle more safely and more often. Cycling England was launched by the Minister for Local Transport in March 2005 and replaces the previous National Cycling Strategy Board. We are supported by a Group, representing a number of Government departments, including, health, education, planning and support as well as transport.

Six towns have been chosen to lead the way in promoting cycling across England they are:- Aylesbury, Brighton, Darlington, Derby, Exeter, Lancaster.

Below is some of what is on the site for Brighton Hove.

BRIGHTON & HOVE

Brighton & Hove has a long tradition of cycling stretching back well over a century to when the first cycling clubs and societies were founded in the early 1900s. Brighton & Hove is now bringing the city up to date for its 21st century cyclists, with plans to vastly improve the cycling network in the area.

Innovative ideas for the promotion of cycling are being encouraged. Local artists and performers have been asked to come up with their suggestions to increase cycling participation. One event, a 'Dance of Cyclists', will include a unique dance performance of up to 250 cyclists to audiences of around 2,500, at locations across the city along key walking and cycling routes. Local people will be encouraged

to take part, particularly those who are new to cycling. The performance is scheduled to take place during In Town Without My Car Day in September 2006.

To comprehensively explain the benefits of cycling to the residents of Brighton and Hove, over 10,000 people will be contacted in the largest ever 'personal travel planning' project to be carried out in the UK. Individuals will be contacted via door-to-door visits, telephone calls and exhibitions to inform them of available travel options and their costs. For example, explaining the comparative costs of travelling by bus, train, car or bicycle will enable residents to make informed choices as to how they want to travel into the city. As part of this campaign Brighton & Hove will also be organising incentives for people to use their bikes, for example discounts at retailers for bicycle check ups and reduced costs for cycle training.

Brighton & Hove is the only Local Authority in the country to have a '2009 Year of Walking and Cycling' which will, combined with Cycling England's support, ensure cycling and walking projects at the forefront of transport planning in Brighton over the next four years.

check out:- <http://www.nationalcyclingstrategy.org.uk/> for the full details on what is happening in the other towns.

Thanks to Richard Bentley for the above link and information,



‘Safety in Numbers’: BISA Responds to the Minister

When SA’s new Cycling Strategy, ‘Safety in Numbers’, became available in February BISA wrote to Patrick Conlon congratulating him on the release and highlighting the need for a planned implementation programme. Below are some excerpts from this response. We invite you to now submit your own thoughts regarding BISA recommendations for the Strategy’s implementation. Please send comments directly to me as chair@bisa.asn.au or via BISA’s postal address. The Strategy can be found at www.transport.sa.gov.au/index.asp.

Sam Powrie, Chair.

“Dear Minister,

I write to congratulate you on your release of S.A.’s new ‘Safety in Numbers’ cycling strategy... we would like to congratulate you and your team on several innovative aspects of the Strategy:

- Its embracing of an overarching ‘safety in numbers’ principle derived directly from the definitive research on cycling safety...
- Its focus on creation of a ‘vigorous cycling culture’ and a higher level of community recognition that thinking about personal transport needs to *start* with physical activity and sustainability.

...Safety in Numbers is broad and far-reaching and will be a challenge to fund in its entirety from the outset...

We therefore believe that it is crucial for the future development of cycling in SA that in 2006 (and the coming term of Government) a case be developed for additional, project-based funding within coming budgets...

- key projects capable of attracting additional funding in the 2006 budget and carrying the Strategy’s implementation forward
- key opportunities to tie active development of community-based cycling to the current updating and ‘community ownership’ processes of the State Plan.

...BISA would value an opportunity to discuss how we might support your implementation of key aspects of the Strategy as soon as possible...

BISA would also like to draw your attention to... the State’s likely encounter with the impacts of International Oil Depletion sometime in the next 5 years... ‘Peak Oil’ and the high likelihood of associated Oil Depletion are themes that BISA has increasingly addressed in our advocacy work with Local and State Government... It seems increasingly clear – irrespective of the ‘ups-and-downs’ of the international oil market – that:

- *conventional* oil production around the world has now peaked and has commenced its slow process of decline
- from the end of 2006 a distinct and accumulating demand/supply gap will start to widen in the order of about 5% p.a.

...it will simply be a matter of time before this phenomenon starts to have an impact on the affordability and perhaps the availability of liquid fuels in South Australia – very probably within the coming term of Government! ...the challenges facing personal transport in South Australia during the coming four years are likely to be significant. Increased fuel costs have direct impacts on key determinants of both productivity and prosperity, including:

- access to work and delivery of services
- efficient and affordable distribution and freight services, including those supporting export industries
- costs of living
- the ongoing investment of capital in the State’s business and industrial base
- the delivery of Government services, including those of Local Government
- the viability of tourism, in particular tourism activity dependent on aviation
- maintaining equity and social participation.

We believe that cycling... will have a significant part to play in assisting South Australian to meet these challenges... BISA believes that it really is time to look closely at what we would call ‘critical cycling infrastructure’... we would suggest attention to the following:

- provision of state-of-the-art cycling infrastructure on key bridge projects around the city (eg; Bakewell Bridge, the Port Adelaide Expressway Bridges)
- the creation – at least in part - of the GreenLinks or ‘Green Travel Corridors’ referred to in the plan
- provision of continuous cycling lanes on key arterial roads throughout the city...

...We believe that it is also time that the community’s right to cycle in safety in SA was appropriately recognised in the State Budget. Therefore, the main initiative we would like to see as soon as possible is some sort of ‘scoping study’ which might assist in identifying and costing that combination of projects most likely to move the implementation of the Strategy forward and result in additional allocations in the forthcoming budget process! We will shortly be providing the Office of Cycling & Walking with our own recommendations for such a study.

Yours sincerely,
Sam Powrie,
Chair – BISA.



Letter to Editor from Hans Penning

BISA'S recommendation to the Cycling Safety Task Force for a 50 km/h speed limit on arterial roads and a 40km/h in residential areas (Pedal Update Nov-Dec 2005) needs closer consideration.

The two speeds appear too close to give a meaningful and effective differential.

- Many drivers leaving a 50km/h environment, on entering a 40 km/h environment would assume that both are near enough so as to not necessitate a change in behaviour.
- This would be similar to the present do so situation, where many drivers appear not willing to lower their speed to 50 km/h after leaving the 60 km/h arterial road. Hence as an afterthought, signs are now appearing, especially along residential collector roads to remind drivers that they are actually on a 50km/h road.
- There are calls by some parliamentarians to end what they perceive as the speed limit confusion, there being in their opinion too many different speed zones. The present 60-50 combination being close together maybe a prime candidate for rationalisation by reverting the 50km/h limit in residential streets back to 60km/h. A future 50-40 combination would be in a similar precarious situation.
- What is needed is a clear and definite step downward from a very desirable 50 km/h on arterial roads, say to 30km/h in residential streets, giving a differential of 50-30. 20 km/h similar as at present prevails in areas such as the 40km/h areas of Unley, also with a differential of 60-40. 20km/h
- In European cities 50km/h is the speed limit on main roads and 30km/h spreading widely into residential areas.
- According to Dutch guidelines, 30km/h environment bicycle traffic can be fully integrated with motorised traffic, without the installation of special bicycle facilities. The latter need money and resident's approval, both hard to obtain.
- A 30km/h speed limit in residential areas may seem drastic at present, but bodies like BISA and BFA should be at the forefront of promoting this in combination with a 50km/h limit on arterial roads. We must get it right at this point in time because of the very long lead times involved.

All the best,

Hans



About our new Committee Member Scott Hamon

Hi to All

Let me tell you a little bit about myself, I am Scott Hamon and I am the newest member of the BISA committee.

My cycling career started with a ride to school in grade six and continued through high school, I then rode to work in the summer months for a few years in my twenties. With marriage, children came along and naturally I had to teach them to ride.

I joined BISA in February of 97 after talking with a work mate who was reading his Pedal Update one lunch time. I started riding to work again in December of 99 with a Ride to Work Day. I thought it was a good way to get fit and lose some kilos, my first trip to Salisbury (20K) took over an hour. I kept at it eventually riding three days a week, pushing my average time down to forty minutes.

I changed jobs in January of 04 and now work at Regency Park just (8K) away from home, my average trip is now around the eighteen minute mark. Last year I clocked up one hundred and fifty rides to work.

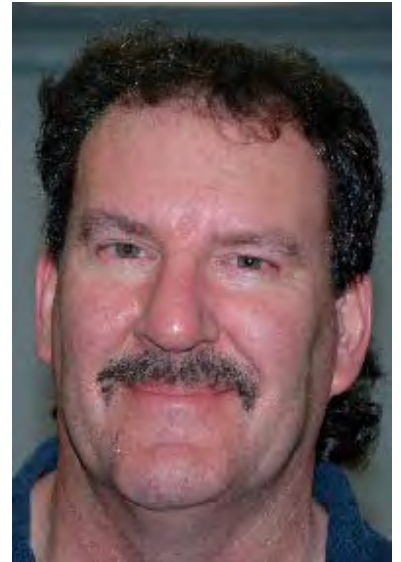
For the first few years as a member I only ever went to the AGMs and all my information came from the pedal updates or by word of mouth. I have helped out on a couple of events

that BISA has run and have coordinated seven Ride to Work Days at my work place.

After the horrific death of a cyclist, who was on his way home from work when he was hit and dragged some distance by a drunk driver, this event triggered my increased involvement with BISA.

I believe the work BISA is doing is worthwhile and to keep it happening, we need to keep our message out there in the community and especially in the ears and eyes of our Politicians. We also need to increase our membership and encourage youth to our ranks. I look forward to the coming year and hope I can be a productive member of the BISA committee.

See you on the road some time.



Solar Bike

Check this Indian site (<http://www.auroville.org/>) for a range of solar energy products - such as solar charged electric bicycles, solar lamps, solar charge controllers and inverters to provide a complete solution for solar home systems-, wind energy systems - design, supply and erection of wind-diesel hybrid systems- as well as micro-hydro systems.

Cycling for Pleasure Rides

May 7, 2006 McLaren Vale Heights Meet at the park on the corner of Tatachilla Rd and Main St. McLaren Vale at 10.00 a.m. Hilly Mostly bitumen. About 45 kms. BYO morning tea and lunch. Down Willunga Hill for afternoon tea. Jilden 8339 2921

May 21, 2006 Southern Bike Trails Ride the Southern Bike Trails towards Hallett Cove A few hills. Coffee and lunch supplies at Happy Valley. Meet corner Diagonal Rd. and Sturt Rd. at 10.00 a.m. (9.34 a.m. train from Adelaide to Oaklands) John 8356 7694

June 4, 2006 Gawler to Alberton Meet at Gawler Central Railway Station at 10.16 a.m. (The 9.23 train from Adelaide). Ride the backtracks and cycle ways from Gawler to Alberton and then train back to the city. Flat. About 40 kms.

Adelaide Touring Cyclists (formerly Tea Tree Tourers) Rides

Club Meetings 1st Wednesday of month, 7.30pm Linden Park Primary School, 14 Hay Road Linden Park. CPG members also welcome.

ALL OTHER RIDES PLEASE SEE WEBSITE www.adelaidetouringcyclists.org

May 2 - Tuesday Touring It is essential to phone Paul 8277 4094 or Malcolm 8276 9469 between 5 pm and 7 pm the Monday evening before to confirm the ride and arrange a meeting place

May 4 - Thursday Rural Ride
Meet Woodside Swimming Pool at 10.00am BYO lunch, there will be a coffee break About 50-60kms some dirt
Leader Phil Ph 8390 3005

May 7 - Sunday. Preparation A/B Series Training. 100km Meet 8:30 am, Moseley Square, Glenelg. Balhannah bakery via Norton Summit (at 9:30) and return. Get ready for the A-series 2 weeks later. Speed and style decided by those who turn up. Contact: Michael D wk 8301 6530 home 8294 0709

May 9 - Tuesday Touring see note above.

May-9,10 & 11 - Thursday Rural Ride (A Midweek Weekend !!!) Meet Doug and Ruth at 9.30am start 10.00am, Leave cars
Tues. Mannum Caravan Park
Wed. Mt Pleasant Caravan Park
Thurs. Home Mostly dirt, some hills mostly down. Alan and Mary 8263 7651

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.

From the Editor

Sorry for the lack of Potos in this issue, but only one was sent, and that was very late. The others are ones I took! Many have said they like seeing lots of pictures, well please provide them! Hans, sorry for not including your letter in the last issue. I had misplaced it and forgotten about it! Please keep the articles and pictures coming. I have many other interests and no time to go looking for content for Pedal Update. I don't think I have been on my bike this year yet! Ian Fisk

Eric 8377 0639

June 18, 2006 Up For Lunch
Meet in Victoria Square at 10.00 a.m. Ride to Norton Summit for lunch at the scenic pub. Graham and Margaret 8271 5824

July 2, 2006 The Mangrove Trail Meet at Salisbury Railway Station at 10.16 a.m. (9.50 train from Adelaide) Ride to St. Kilda. Bitumen and Flat. 38 kms. (only half a km on Port Wakefield Road)

BYO but shops available Bruno 8298 5315

Check www.cyclingforpleasure.org



May 16 - Tuesday Touring see note above.

May 23 - Tuesday Touring see note above.

May 21 - Round 2 of the A and B Series 50 & 100 Km Start: 9.00am - McLaren Vale Visitors Centre

A Series - 100 Km: Willunga, Mt

Compass Ashbourne, Meadows, Willunga.

B Series - 50 km: Willunga then a little detour before Mt compass back to McLaren Vale.

May 30 - Tuesday Touring see note above.

May ?? - The Perfect Series

Details to be advised: Contact Peter 0408 738 322

June 4 - Sunday. Preparation A/B Series Training. 125km Meet 8:30 am, Moseley Square, Glenelg. To the Meadows bakery and return. Getting ready for the 150 A-Series 3 weeks later. Speed and style decided by those who turn up. Contact: Michael D wk 8301 6530 home 8294 0709.

June ? - The Perfect Series Details to be advised: Contact Peter 0408 738 322.

June 25 - Round 3 of the A and B Series 75 & 150 Km Start: 8.00am Mt Pleasant Hall

A Series - 150 Km, Mount Pleasant, Mannum, Purnong, Mannum, Punthari, Sanderson Mount Pleasant.

B Series - 75 km Mount Pleasant, Angaston and back.



Ian and Beccy Cole

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)	Ken Bragg		8229 9974
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	8303 7260
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

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"> • I wish / do not wish to receive cycling related information by email. • I wish / do not wish to receive my copy of Pedal Update in electronic format. 	



Pedal Update

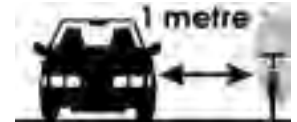
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Green cycle paths

The Rann Government intends to build upon the existing network of walking and cycling routes along transport corridors in Adelaide through the construction of new pathways.

Two cycle paths – from Willunga to Marino, and along the Glenelg tramline – are to be completed at a combined cost of \$1 million. Work on these paths has started but requires additional funding for completion. Separated from vehicular traffic, except at level crossings, transport corridors can be utilised as “bicycle arterials”, thus forming substantial new additions to Adelaide’s bicycle network.

Research shows that many people choose not to cycle because they believe it to be unsafe. To increase the number of people choosing cycling rather than using a vehicle, it is important to provide the right infrastructure. Cycle paths provide cyclists with a very safe option. They also provide improved access for cyclists, and pedestrians, to railway stations. This, in turn, increases public transport accessibility and patronage.

The O-Bahn bus route from Adelaide to Modbury already has a shared-use path along its length, and is considered to be the first stage of a complete Green Travel Corridor.

The completion of the Adelaide-Glenelg and Willunga-Marino paths provides exceptional opportunities for tourists and locals to enjoy reduced traffic thoroughfares to some of our most appealing tourist attractions. The path between Glenelg and the city also will improve opportunities for commuters wishing to cycle to work.

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The path between Willunga and Marino requires an additional 10km for completion, at a cost of \$500,000.

The path between the city and Glenelg has commenced, and the additional \$500,000 will assist in delivering bike infrastructure for the western suburbs.

The above was extracted from the ALP pre-election document. “Climate Change”

The full Document can be found at :- http://www.sa.alp.org.au/download/now/climate_change.pdf

Stop Press 26th April - Ministers to Share Responsibility for Cycling!

Advice today given to BISA from the Office of Patrick Conlon, Minister for Transport is that Carmel Zollo, newly appointed Minister for Road Safety will take on responsibilities for cycling development. Exactly what this might mean for the further development of cycling infrastructure or policy remains unclear. BISA has been told by Ministerial Advisers that responsibilities are still to be worked out. BISA will seek clarification of this situation asap and hopes to meet with the new Minister as soon as possible.

In the spirit of ‘April Fool’ – it was suggested by our chairperson that a suitable caption for the ‘STOP’ sign on page one might be:-

In a Bid to Curb Traffic Congestion “TransportSA Launches New ‘Stop Sign’”