



# Pedal Update

No 173, July - Aug 2006 ISSN 1321-1870



Bicycle Victoria's Parking facilities, Ned Kelly parking - rails alternate in height



TransportSA Roma Mitchell House Parking facilities see page 5

## Calendar

**12<sup>th</sup> July** BISA - Business Meeting - All Welcome

**9<sup>th</sup> Aug** BISA Business Meeting- All Welcome

**7 pm** Business meetings 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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**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



Dear Members & Friends of Cycling,

Everyday we are told the world is changing, yet it seems that some things just stay the same! Many, including our Government, are complaining about the high cost of petrol but I'm sure that some everyday cyclists have hardly noticed. Despite my regular 25km commute to work, I filled my van up the other day for the first time in 5 weeks! Has this something to do with riding to work almost every day? Sure I know it's easier for some than others. But we can all do something to reduce our dependence on cars and oil and the cycling choice is always there. Petrol-driven mobility is a receding option for many but in the new Century the ever-reliable bicycle is still with us. If only people would see its value and make the choice *before* it is made for them!

I read today that bus, train & tram fares have gone up 8-9% to cope with Public Transport's increased annual fuel bill of 6.5 million dollars. Even though this is chicken feed compared with the \$200M or so that's being spent on buying up properties on South Rd. and building underpasses to nowhere, our Treasurer seems bent on recovering the cash *directly* from those very people who are *unable* or *unwilling* to use their cars. It's as if those who are *electing* to reduce their oil-dependency *and* their contributions to global warming *and* the mess of our roads are being punished by the same Government which is asking them to leave their cars at home! One might think that a State claiming 'green' credentials would be making it *much easier* to catch the bus or tram or cycle to work. Maybe one hand needs to talk a bit more to the other (or in this case, perhaps our 'green' Premier needs to have a strong word with his bean counters).

If that wasn't bizarre enough I see our daily splash again regurgitating '10 ways to reduce the pain at the pump' (Adv. 16th June). I suppose we should be grateful that the writer suggests that one might 'walk on by' and not take the car today! Walking is at least one component of Active Transport (if the slowest and least efficient). Absolutely no mention of the cycling option, even though it is *the* most efficient form of transport, certainly far more efficient and much faster than walking, in rush hour often as fast as driving and despite far more bikes being sold every year in Australia than cars. Is our daily paper in league with our Government? Will neither of them face up to the fact that maybe we should all be trying to simply drive less? Are cyclists the only people who have twigged to what is happening here? S.A. has been described as 'the State of Denial' and it's not hard to see why!

We all know that a year or so after the promised underpasses are built South Road will again be jammed up, the 'burbs' will be spreading even further and our society will be even more dependent on declining oil. Sometimes I wonder if our leaders ever really think about the future? I mean *our* future – not theirs in the next election! These days they just seem to lurch from one desperate set of promises to the next. Personally, I want to know if politicians are really capable of honestly confronting what 'sustainable' really means. What new forms of prosperity might look like. No more platitudes please! Sometimes I just think they all need to get on their bikes more often. People who pedal seem to understand the energy it *really* takes to get to work, the benefits of 'living locally' and the *real* value of that liquid gold we buy so cheaply at the pump. Perhaps we just need more cycling politicians.

I also wonder if the S.A. Government is *at all* aware of declining oil production and what it will mean for our economy and way of life when the penny drops – let alone for traffic problems on South Road! I read that even John Howard has now 'fessed up (The Age, June 5th), saying "if nothing else, the high petrol prices of the last few months show that we are approaching a crisis in oil production and consumption." Does this mean that we'll soon see massive redirection of Federal funds towards sustainable urban transport - cycling facilities, light rail, public transport? Unfortunately Mr Howard then goes on to reason

that “we need... diversified sources of power and energy”. Who’s avoiding the issue here? I hadn’t noticed that my van runs on ‘power’ or (I presume nuclear) ‘energy’. Let’s be real about this. It runs - when I use it - on petrol – ‘bottled sunlight’. The priceless legacy of ages past, which now looks like it’s asserting its long-lost real value every day!

What cyclists (and soon I reckon many other Australians) want to know is exactly *what* our leaders – State and Federal – plan to *do* about what Kevin Foley refers to as ‘living in the middle of an oil price shock’. Perhaps someone should tell Kevin that it’s actually just the beginning! The worst is yet to come! That we need to rapidly build *real, fast and efficient*

cycling networks across the length and breadth of our City and our State. That we need to redirect some of those excesses in road funding to more bike lanes, bike paths and bike parking. To getting more bikes on trains and buses. To decent cycling education and supportive policies. To reducing the ridiculous and perverse hold that cars have on our economy, our way of life, our health and our future. Business as usual Mike and Kevin? I think not!

Sam Powrie,  
chair@bisa.asn.au



## BISA’s Recommendations to the SA Strategic Plan Review. June, 2006.

*Addressing SASP Objectives 2 & 3: ‘Improving Wellbeing’ & ‘Attaining Sustainability’.*

1. That the SASP, under Objectives 2 and 3, adopt additional and measurable target areas focusing on a general increase in the community’s use of Active Transport.
2. That the definition of Active Transport used be derived from that provided in ‘Be Active Australia: A Framework for Health Sector Action for Physical Activity 2005-2010’.  
[http://www.dhs.vic.gov.au/nphp/publications/documents/nphp\\_baa\\_aug05\\_no\\_cover.pdf](http://www.dhs.vic.gov.au/nphp/publications/documents/nphp_baa_aug05_no_cover.pdf)
3. That SASP set measurable Targets for the increased uptake of Active Transport in S.A. Eg; by 2020:
  - Increase everyday cycling in S.A. to 10% of all weekday travel
  - Build 100km of urban GreenLinks across Adelaide
  - Establish secure ‘all points’ bicycle access for all of South Australia’s tertiary institutions
  - Ensure all schools have secure cycling access for students and a consistent Active Transport program across all year levels
  - Ensure a program of incentives for employers to offer support for workplace Active Transport programs.
4. That SASP provide a comprehensive set of strategies to support these Targets and to be implemented across Government, industry and the community to *take every opportunity* to foster Active Transport. These could include:
  - The use of sensible local and arterial speed limits to provide optimal safety for cycling and walking (research overwhelmingly recommends 50km/h for arterial roads and 30-40km/h for all residential and

built-up streets)

- The provision of appropriate cycling facilities on (or directly complementing) all arterial roads
  - The provision of real connectivity between local, inter-suburban and cross-city cycling networks
  - Provision for efficient and adequate ‘mixed mode’ transport (bikes on buses, free bicycle travel on all trains etc)
  - The creation of a comprehensive system of urban ‘GreenLinks’ (or Green Travel Corridors) making use of existing rail and tram reserves and associated roadways to provide high-speed and secure cycling linkages across the City
  - Provide a comprehensive and funded plan for implementation of ‘Safety in Numbers: A Cycling Strategy for S.A.’
5. That the S.A. State Government issue a **South Australian Charter for Active Transport**, operating at all levels in the community, workplace, State and Local Government agencies, households, educational institutions etc. This Charter will set a ‘base line’ challenge for all Government Departments, for Local Government and schools, and for employers to ensure they contribute optimally to fostering use of Active Transport. This Charter will:
    - Provide a rationale and set goals (and specific measurement criteria) for uptake of Active Transport
    - Provide useful strategies across a variety of settings
    - Identify sources of funding and support assisting this
    - Focus efforts across the State to ensure we gain maximum health, economic and social benefits from increased daily physical activity incidental to transport functions.



## 2006 Bicycling Achievement Award Nominations

The Bicycling Achievement Awards were established in 2002 to recognise achievement in advancing cycling and to foster innovation. We encourage you to nominate a project, initiative, organisation or individual which has made a difference in advancing cycling at the local, state or national level for the Awards.

The Awards encompass categories for individuals (paid and volunteer), bicycle organisations, bicycle retailers: bicycle-friendly local governments, educational institutions,

businesses, and politicians.

Contact us for a nomination form and last years booklet-

on Phone: 03 9818 5400  
or visit:-

<http://www.cyclingpromotion.com.au/> and go to *Promoting Cycling*.

Email: [office@cyclingpromotion.com.au](mailto:office@cyclingpromotion.com.au)

Nominations close 27 August



## Black Spot Work on Magill Road – A Member Writes...

Malcolm Roberts sought BISA's assistance on 15<sup>th</sup> May, 2006.

"Dear Sir

I am writing this letter with great concern for the safety of cyclists using the eastern end of Magill Road.

As a daily cyclist between Glynburn and St. Bernards Roads, I find the recently introduced traffic lanes by line marking have created a very dangerous situation for cyclists using this section of road. It is not a matter of if, but when, there will be a serious accident as a result of very poor and inappropriate design.

The new line marking allows for a bike lane on each side, motor vehicle lane on each side and a median strip in the middle to allow right turn access. This design probably looks fine on paper except the bike lane is also used for car parking. As such, cyclists have to go out into the centre of the motor vehicle lane to pass the many cars parked on this section of road. Because the marking restricts motor vehicle use to one lane, then it becomes obvious what the eventual outcome will be.

As we are all encouraged to keep ourselves fit and limit the amount of fuel usage where possible, it would appear the current situation is in direct contrast to that policy, as it will either deter the number of people using bicycles by fear or even worse by death.

Could you please forward this to the appropriate authority with the suggestion of restricted parking or a narrower median width or what ever it takes to get rid of the life threatening situation that has now been created with my tax paying dollars.

In anticipation of a satisfactory reply,

Malcolm Roberts."

**BISA wrote to TransportSA's Office of Cycling & Walking and has received the following response on May 30th:**

"Dear Mr Roberts,

I advise that this section of Magill Road's poor crash history led to the project being recognised as a 'black spot' and funding was awarded by the Australian Government's AusLink Black Spot Program. The project was not solely a cycling-specific intervention but did incorporate improvements for cycling (particularly peak-time cyclists).

The aim of the project was to reduce the incidence of rear-end crashes by providing protected right-hand turn lanes and median storage area, and also separate oncoming traffic. The main problem with Magill Road previously was that the many side roads and accesses meant that vehicles were frequently stopping abruptly in the traffic stream to turn right. This, coupled with 24hr parking on-road and no delineation (defined lanes for moving vehicles) meant that vehicles would move left to right to pass parked cars, stopped turning vehicles, stopping buses, etc. These types of behaviours

lead to 'rear end' and 'side-swipe' crashes. There also was no place for pedestrians to 'store' in the middle of the road. Cycling on this part of Magill road would have necessitated frequent manoeuvres around parked vehicles as parking was permitted at all times.

The Department for Transport, Energy and Infrastructure (DTEI) now provides for cycling as a matter of course in its road projects. The option chosen for Magill Road was to install bicycle lanes that restricted parking during 'peak' times. Cyclists travelling during the busiest times now no longer have to merge into the traffic stream to overtake parked cars. At off-peak times the traffic flow on Magill Road is much less, and during these times it is less stressful/difficult for cyclists to merge with traffic to overtake parked cars.

This type of median accompanied with a bicycle lane is now a common and preferred safety treatment that balances quite well the needs of all road users and adjacent land uses (and their parking requirements). Other roads with very similar treatments include Bower Road, OG Road, Stevens Tce and Prospect Road.

It appears from your photograph of this location there may be an issue with cars parking illegally during bicycle lane operating times. The reason Bicycle Lane signs are used rather than Clearways (as you suggest) is to comply with national standards - but they also have more regulatory 'power'. Not only do bicycle lanes control parking (and the fine for illegal parking is the same as for a clearway, about \$150) but a driver driving in the bicycle lane during the hours of its operation can also be penalised for driving in a marked lane designated for 'special purposes'.

Enforcement for parking in bicycle lanes can be carried out by both the relevant local council and the police. Only the police can enforce 'moving' offences (such as driving in a bicycle lane). DTEI does not have an enforcement role in either case.

Regards

Gemma Kernich

Senior Planner, Office for Cycling and Walking

TransportSA, kernich.gemma@saugov.sa.gov.au

**It seems that the problem that Malcolm is encountering is due, in part, to ineffective 'policing' of the parking restrictions upon which use of the cycling lane depends. Members are encouraged to follow up concerns about cars parking inappropriately in cycling lanes by ringing their Local Council or the Police. Note that annual planning for cycling-specific Black Spot projects (as well as targets for the State Bicycle Fund) can now be seen at:-**

**[http://www.transport.sa.gov.au/personal\\_transport/bike\\_direct/index.asp](http://www.transport.sa.gov.au/personal_transport/bike_direct/index.asp)**



## BISA's Bicycle Parking Portfolio

BISA's Secretary, Peter Sampson has taken on our 'bicycle parking' portfolio. Members can contact Peter at [secretary@bisa.asn.au](mailto:secretary@bisa.asn.au). I can report that Peter has definitely 'hit the ground running' and already assisted members working in the city towards much improved work-place bicycle storage!

In taking on coordination of this portfolio Peter has an important task. Provision of bicycle parking and secure bike storage facilities has been given prominent mention in 'Safety in Numbers', the new cycling strategy: [www.transport.sa.gov.au/personal\\_transport/bike\\_direct/index.asp](http://www.transport.sa.gov.au/personal_transport/bike_direct/index.asp). The portfolio will need to cover BISA's support and advocacy for:

- more local area bicycle parking (cycle parking rails, signage etc)
- secure public bicycle storage (city car parks, railway stations and transport interchanges, service centres etc)
- end-of-trip facilities at Government, public service and business work places (Government buildings, hospitals etc).

As well as the commitment to 'lead by example' (made in 'Safety in Numbers'), Government has provided specific funding for bicycle lockers at rail stations and interchanges. Peter will be monitoring this program and building up a picture of community demand to take to Government. Members interested in using bike locker facilities (or with any other 'bicycle parking' issues) are encouraged to contact him with their specific needs.

Research tells us that high quality bicycle parking and storage facilities are an essential part of the framework that Government and the private sector need to provide to encourage and facilitate more cycling. BISA recently wrote to Premier Rann about bicycle parking in the new City Central tower on King William St. He confirmed that there will be '156 secure bicycle parks' as well as 'shower facilities and lockers... on each of the seven floors to be occupied by Government' as well as additional cycling facilities in the basement. This building will set an important precedent in the City. However experience tells us that the first steps towards such provisions usually need to come from cyclists themselves! If we sit around and wait for 'non-cyclists' to look to our needs we usually find that nothing happens. - we have to approach our employers ourselves and the first step is to *become informed*.

BISA recommends that BUGs and anyone who is keen to obtain better bike parking and storage):

- checkout the bicycle parking pages at **MASSBUG** – the Marrickvill/Sth Sydney B.U.G web site (see ref)
- download Bicycle Victoria's excellent **Bicycle Parking Handbook** (see ref).

The handbook covers all aspects of bicycle parking including approaching your employer with a rationale for better bike

parking and Australian Standards for design and installation (very important).

It is illustrated with photos of Bicycle Victoria's own excellent bike storage products and major bicycle storage facilities they have obtained for cyclists.

In fact BV's bicycle storage products have been used in the new 'end-of-trip' facility installed by TransportSA in Roma Mitchell House in the City. This secure bicycle storage is a model example of how an unused space in a major City building can be usefully turned into a facility of real value in promoting active transport choices. It has a 'swipe card' electronic door, space for dozens of bikes and showers and locker facilities. I'm told that all of the spaces were 'claimed' the first day it was opened and that it is invariably full! I encourage Members to give up using the lamp post 'out the front' and actively pursue high quality bike parking and storage facilities in their own workplaces. You'll find that if you do, your colleagues will start to use them as well!

Sam Powrie,  
[chair@bisa.asn.au](mailto:chair@bisa.asn.au)

### References:

**Bicycle Parking Handbook:** <http://www.bv.com.au/inform.php?a=8&b=239&c=240>

**Marrickvill/Sth Sydney B.U.G:** [www.massbug.org.au/cgi-bin/twiki/bin/view/MASSBUG/BikeParking](http://www.massbug.org.au/cgi-bin/twiki/bin/view/MASSBUG/BikeParking)

*Thanks to Bicycle Victoria for the Vic parking photos*



Photos of Bicycle Victoria's Parking facilities  
Ned Kelly parking - rails alternate in height (above)  
Towel rail - Hugging the wall (below)



Ned Kelly rails at HM@S Apartments, Port Melbourne



## Contributors

Thanks to the contributors and proof readers for this issue, including:- Margaret Day, Pam Fisk, Ian Graham, Jeremy Miller, Sam Powrie and Peter Sampson and TransportSA



## Grant Leonard's Crash – Update.

In the last Pedal Update we reported on Grant Leonard's devastating crash and the apparent involvement of an unknown cyclist with whom Grant had sought to avoid collision.

Grant ended up in the RAH Spinal Unit with four broken vertebrae, four broken ribs and a broken shoulder. Nine weeks later Grant is apparently in good spirits despite his severe injuries and a reported '5 per cent chance of walking again'. Updates on his condition are posted at the Norwood Cycling Club's web site. See: <http://www.norwoodcc.on.net>. The mystery rider has now turned himself in to police.

On 6<sup>th</sup> June the Hon. NICK XENOPHON spoke about Grant's crash in Parliament. He noted that '*cyclists are not covered by the compulsory third party scheme... when a cyclist is responsible and the identity of the other cyclist is unknown*' and that Grant '*is left without any source of civil recompense to assist him to pay medical bills, ongoing costs associated with his rehabilitation and to make modifications to his home and vehicle to enable him to live independently with a disability... apart from the relatively limited Criminal Injuries Compensation Fund that may be available to him.*'

He also asked the Minister for Police if:

- costings been obtained for the compulsory third party insurance scheme to extend to cover those injured as a result of the negligence of a cyclist?
- any consideration been given to a system of registration for cyclists and, if so, what consideration has been given to implementing such a scheme in South Australia?

The Hon. P. HOLLOWAY (Minister for Police) responded: 'I expect that the answer to the first question is, 'Not very many', but I will refer those questions to the Minister for Transport... Clearly, the honourable member has raised an issue which involves a rather unusual set of circumstances

but which, clearly, has significant implications. I will take the questions on notice, refer them to my colleague the Minister for Transport and bring back a reply.'

In fact Nick Xenophon has raised a question that goes to the heart of cycling safety and equity. Cycling organisations such as BISA naturally focus on preventative measures that *reduce the likelihood* of injuries to cyclists. However from time to time they will happen and cyclists do need to be covered by insurance. They can of course be covered by compulsory Third Party when a car is involved and may also be covered by personal insurance. However not everyone has the latter. BISA recently closed down its Third Party Property cover because it had proved uneconomic to maintain, was rarely used and because it obviously was not meeting Members needs. We were acutely aware that it was provision of affordable *personal injury* cover that was more important to most Members.

At the time we suggested subscription to Bicycle Victoria's excellent Cycle Safe Australia scheme: <http://www.bv.com.au/inform.php?a=4&b=20&c=468>. However we will continue to explore insurance options for members and also note that our companion organisation, BicycleSA now offers such insurance via its CycleCover policy: <http://www.cyclecover.com.au/webcontent16.htm>. We presume that Nick raised the issue of 'cyclist registration' for purposes of insurance cover. We have developed a draft Position Paper on this topic which we have provided to him and on which we would welcome Member comments on. Please contact me for a copy.

Sam Powrie, Chair, [chair@bisa.asn.au](mailto:chair@bisa.asn.au)



Grant with his fiancée

## Bicycle Lockers

The Office of Cycling and Walking advises that the Public Transport Division of DTEI (Department for Transport, Energy and Infrastructure) have secured federal funding from a scheme called Cycle Connect (Dept of Environment and Heritage) to add approx a hundred more bicycle lockers over a 2 year period. They just put new ones in at Woodlands Station so it's still happening and there are now about 1/2 dozen in Adelaide Railway Station. The lockers are being installed at Railway Stations and transport interchanges.

BISA has asked to be advised of the program, and intended sites for the bike locker program, and we eagerly await a response from the person responsible at Adelaide Metro.

### Their Early Response

"The Public Transport Infrastructure Branch of the Public Transport Division has in the last two financial years received federal grants to install more secure bike lockers on the Adelaide Metro network.

From the initial 180 or so bike spaces we have installed

another 240 spaces along the TransAdelaide rail network, O-Bahn interchanges and other large bus interchanges. We have another 50 or so to install within the next month or so. We are intending to put about 40 on the Tram line main stops.

The lockers are rented out from the Adelaide Metro InfoCentre on the corner of Currie Street and King William Street, City who hold all the keys and a register of who rents out the units. Approximately 240 have been rented - and that is purely by word of mouth."

Our marketing area has been asked to update the Adelaidemetro web site and produce some brochures.

A lot of our time has also been spent - with separate funds- in moving existing units away from passenger congested areas - to an area away from the main platform for security reasons

As far as is known there is no more federal funding next year."



## Opportunity for Comment: Blackwood Draft Road Management Plan

Peter Watts, manager of the Office of Cycling & Walking has brought to our attention an opportunity for public comment on the Main Road and Shepherds Hill Road Draft Road Management Plan.

The plan, which covers the 3 kilometres of Main Road from Sheoak Road to Shepherds Hill Road (the Blackwood roundabout) and Shepherds Hill Road from Main Road (the Blackwood roundabout) to Seymour Street, provides an overview of both operational and safety issues of the road and aims to find ways to improve:

- Access, safety and traffic flow along these roads
- *Facilities and safety for cyclists and pedestrians*
- Road lighting.

### Winter Cycling

I remember hearing something that Billy Connolly once said that went something like “there is no such thing as bad weather, only the wrong sort of clothes”.

Winter cycling can sometimes be a challenge, particularly if you are one of us that really feels the cold, but it need not be unpleasant or uncomfortable. Adelaide does not really get *that* cold, and compared to winter in most parts of the world, our climate is quite actually quite mild. In addition, apart from a few days of precipitation, this winter we have had very little rain.

I remember a winter spent in Hobart, working as a cycle courier and eating too much apple crumble. I never really felt cold, and even though it snowed several times and most mornings it was at or below freezing when I left for work, by the time the body was moving and exercising, the cold of the surrounding environment ceased to matter.

The trick is to layer. The right clothes, in the right combinations, make all the difference. A warm base layer, perhaps a thermal top, with a fleecy or wind proof over that is pretty standard. A few cycling specific garments, with the right ventilation properties can turn what could be a cold and damp ride, into a warm and comfortable experience. Long gloves to keep the fingers warm, and a thin beanie that can be worn under a helmet, can make a huge difference. This morning it was only 0.3 degrees when I left for work, and the only thing that I thought would be good was a thicker, wind-proof sock!!

Now I am not one for making product endorsements, but I

### Be Vigilant in your own back-yard

Are our BISA members aware that most local councils now have computerised service tracking systems internally, so if you email in the pot-holes/lack of bike parking/signage – etc, someone actually has to respond to the query within 48 hours or the issue escalates through their system. It is wonderful –you get things done. I recently complained about no bike parking at JT’s on Brighton Road, and the racks were in three days later, problem solved.

So be the activist in your local area and let your voice be heard (or emailed anyway), in the mean time - happy pedalling. Pedro S



The plan can be viewed at the Mitcham Council Offices, the Blackwood Library or on DTEI’s website at: [http://www.dtei.sa.gov.au/pdf/Blackwood\\_Road\\_Management\\_Plan.pdf](http://www.dtei.sa.gov.au/pdf/Blackwood_Road_Management_Plan.pdf)

Although the proposed treatments are unfunded at this stage, the plan will be used as a reference for setting priorities and seeking funding for implementation of proposed treatments.

Comments are required in writing by **18 August 2006** to:

DTEI, Main Road RMP, PO Box 1  
WALKERVILLE SA 5081

If Members comment on the plan, a copy sent to the BISA Committee will ensure we are able to coordinate feedback to TransportSA: [chair@bisa.com.au](mailto:chair@bisa.com.au).



do feel obliged to mention that I did make a significant purchase recently that has made a big difference to my winter cycling. Made in New Zealand by a company called Ground Effect I have recently acquired a ‘Baked Alaska’, a long sleeved Marino Wool top with a wind foil fleece front.



Picture by Piotr Chilecki from <http://www.icebike.org>

This top, coupled with a bright yellow wind proof cycling vest has become my standard attire for the cold morning and nighttime cycling that I seem to do. It has excellent thermal properties, a long zip down the front, and being wool, is warm even when damp.

The other important factors with winter cycling, apart from being warm, dry and comfortable is to see and be seen. What ever your choice of lights, it is important that batteries are checked regularly, particularly in flashing LED lights that can dim quite considerably over time while still having the appearance of working fine close up.

I enjoy cycling in winter, the added physical challenge, and the ability to heat yourself up under ones own power, to speed through the cold crisp air on the way to a warm destination, and the rewards that come from effort, all characterise winter cycling for me, and make it one of the seasons that I most enjoy from the saddle.

Happy Cycling, Jeremy Miller.



### Cyclist’s Hehaviour

We had a member write in recently concerned about the number of cyclists unaware of the road rules, and riding with no lights. I also recently nearly hit a cyclist at 6.45am side on at my poor attempt at full speed because he entered a shared pathway with no lights wearing black clothing. Whilst these cyclists may form a minority, if you regularly see them in your area, perhaps you should complain to your local Police Station asking them to Police /enforce road rules applicable to cyclists-this goes against the Aussie nature of no dobbing, but may save someone’s life - I leave you with that thought. Pedro S





**Wheels of Justice Update:** The Wheels of Justice web site has been updated – it's great! WofJ are a 'grassroots' cycling organization aiming to 'change negative attitudes and working towards positive outcomes for all road users'. WofJ was a driving force behind the 4,000-strong demonstration on the steps of Parliament House in May 2005. Feedback and suggestions welcome. [www.woj.com.au](http://www.woj.com.au)

**BISA Representation to the State Plan:** The Objectives and Targets of the State Strategic Plan (SASP) are being updated ([www.saplan.org.au](http://www.saplan.org.au)). BISA has been involved in workshops looking at Objectives 2 & 3 ('Health and Wellbeing', and 'Attaining Sustainability'). BISA has expressed deep concern that there are no Objectives or Targets in the plan aimed at sustainable transport or support for Active Transport. Contact Sam Powrie ([chair@bisa.net.au](mailto:chair@bisa.net.au)) if you would like to read our submission. We hope to have it on the web site soon.

**Kapunda Rd Royal Commission recommendations:** SAPOL has undergone a number of internal changes in line with recommendations from the Kapunda Road Royal Commission, sparked by the death of cyclist Ian Humphrey in 2003. Commissioner James called for sweeping changes to police procedure.

See: [www.abc.net.au/news/newsitems/200606/s1655937.htm](http://www.abc.net.au/news/newsitems/200606/s1655937.htm)

**Increased BikeShop Discounts for BISA Members:** Bernie Jones Cycles, Diagonal Road, Marion now offers BISA members 15% discount on bicycles, spare parts and accessories. This is in place of the 10% discount that has been available up to now. The 20% discount with three coupons from the back of the delivery wrapper that comes with Australian Cyclist and Pedal Update still applies.

Both these offers do not apply to labour costs or to items already on any other offer. BJs are one of Adelaide's best bike shops and cater particularly well for people with disabilities and special needs and those looking for power-assist bikes. *Happy Shopping!*

**Ride of Silence:** It looks as though there will be an Australian R.O.S on May 20<sup>th</sup> 2007. R.O.S is an International day of remembrance for those killed on our roads while cycling. Those interested should check out the Wheels of Justice web site where Australian coordination is under active

discussion. Please let us know if you want BISA to play a role in this event. <http://rideofsilence.org>

**BikeDirect Update:** Gemma Kernich from the Office of Cycling & Walking has let us know of updates to the new on-line BikeDirect maps. Gemma and her colleagues rely on public feedback as to changes required. Contact: Gemma Kernich, Office for Cycling and Walking. Level 1, Roma Mitchell House, 136 North Terrace, ADELAIDE, 5000.

[kernich.gemma@saugov.sa.gov.au](mailto:kernich.gemma@saugov.sa.gov.au)

**SAPOL's 'Traffic Watch' Program:** BISA has written to the Minister of Police requesting specific information regarding cyclist participation in 'Traffic Watch'. SAPOL make the following key points:

- the reporting and subsequent management of traffic complaints by all road users has been extensively redesigned to ensure a consistent response
- SAPOL will continue to use the **131 444** number.
- there is now a process that will ensure more effective collection of information. *Stay tuned!*

**Treasurer's Cost Cutting - A Threat to S.A. Cycling?** Treasurer Kevin Foley is seeking savings from across Government to fund the infrastructure commitments. Funding for cycling is likely to be seen as up for grabs. Please take a moment to write to Patrick Conlon, Min. for Transport, Carmel Zollo, Min. for Road Safety (and Cycling) or Trevor Foley to warn them against such cuts and requesting that all cycling funding be 'quarantined'.

**Patrick Conlon:** [minister.conlon@saugov.sa.gov.au](mailto:minister.conlon@saugov.sa.gov.au)

**Kevin Foley:** [treasurer@saugov.sa.gov.au](mailto:treasurer@saugov.sa.gov.au)

**Carmel Zollo:** [minister.zollo@saugov.sa.gov.au](mailto:minister.zollo@saugov.sa.gov.au)

**An excerpt BISA's letter to Minister Zollo:-** *"We would... ask that you make every effort and representation possible to the Treasurer and Cabinet to ensure that all cycling funding is protected. Indeed we would ask ... that efforts be made to have the current level of funding increased to take into account need to implement key 'lead' projects and initiatives within the Safety in Numbers Strategy."*



### Letters

**Member responses re. BISA's submission to S.A. Strategic Plan Update...**

Dear Sam,

You said "The Plan does aim to double weekday use of public transport to 10% of all trips by 2018 yet offers no strategy for actually achieving this! This doubling would only make sense if it occurred at rush hour and we all know that the buses and trains are already full at that time. Achieving this goal would require a doubling or trebling of the number of buses or trains we already have and it's difficult to see this happening!"

You are quite correct. The point that many people overlook is what will happen if we have an "oil shock" as occurred in the 70s? This is not an unrealistic scenario, particularly given the current and developing instabilities in the Middle East, and the increasing vulnerability of coastal installations to storm

damage. Such an oil shortage is likely to be more sustained and deeper (ie supplies will be more greatly reduced). In these conditions, it appears to me that an almost overnight doubling in public transport demand is more than possible, with a much greater medium term increase, as people decide their current transport choices are unsustainable.

How will the government deal with this? Do we introduce rationing of both fuel and public transport?

Rickman Smith

Hi There,

I was just reading the E-News and the article on BISA's strong representation to the State Strat Plan and I agree with your comments. I feel that a more outcome focussed Strategic Target is to reduce the number of single person car trips in SA



- rather than address only one element of the transport mix
- increasing public transport use.

For instance, you could achieve the public transport increase by getting pedestrian and cycle commuters using public transport - surely not a desirable environmental outcome!

Just focussing on increased public transport usage ignores encouraging more people to cycle commute or walk to work,

both are nil Greenhouse impact modes of travel. However State and Local Govt investment would be needed for improved cycle and pedestrian infrastructure to achieve the alternative target, plus it would reduce public transport and car parking revenue - perhaps not desirable economic outcomes!

Cheers, Elinor Alexander

### From the Net

#### 1. Revolution! Britain embraces the bicycle:

<http://news.independent.co.uk/uk/transport/article656400.ece>  
 'Britain is in the grip of a cycling revolution as clogged roads, concern at global warming caused by air pollution and the quest for improved fitness persuade millions to opt for pedal power... In London, trips by bike have increased by 50 per cent in five years to 450,000 per day while... use of the National Cycle Network, covering 10,000 miles of urban and rural pathways, rose last year by 15 per cent to 232 million journeys...

Despite the phenomenal growth, Britain remains near the bottom of the European league of cycle use with just 2 per cent of all journeys made by bike [Ed; about the same as S.A!]. ...the Netherlands tops the league with 27 per cent.

#### 2. Why Copenhagen is wonderful for two wheels (The Independent, 7th June 2006):

'What's a cyclist in Copenhagen to do about getting home after a night on the tiles? Or when the weather turns nasty, and the thought of getting drenched is too much to bear, should the cyclist just lock up his wheels? The Danish answer to the cyclist's dilemma helps explain why Copenhagen is the world capital of cycling. The tipsy cyclist only has to hail a cab, and the bike is transported at no extra cost...'

### Richard Heinberg & David Holmgren in Adelaide

In association with the Bob Hawke Prime Ministerial Centre and other sponsors, BISA and Adelaide Peak Oil have great pleasure in announce a free public seminar with **Richard Heinberg** ('The Party's Over', 'Powerdown') and **David Holmgren** (co-founder of the Permaculture movement).

Please set aside the evening of Monday August 28<sup>th</sup> from 7.30pm to attend this important event in UniSA's Mutual Community Lecture Theatre, Basil Hetzel building, City East Campus, Frome Road, Adelaide.

The historic peaking and decline in world oil supply is a 'bad news story' to rival climate change. The increasing costs of transport fuels will have a major impact on the use of motor transport and the uptake of cycling in coming years. It is important that all thinking South Australians are informed about Peak Oil.

Richard Heinberg is a leading environmental educator from

### Vale Geoff Findlay

BISA committee was sorry to hear that Geoff Findlay died recently after a short illness.

Geoff was a long-time member of BISA and willing helper for many years. He served the organisation reliably and with good humour as Secretary, as well as being the Conservation Council representative for some time.

No. 173 July - Aug 2006

#### 3. Sales of American Autos Fell Sharply in May:

[http://www.stcwa.org.au/index.php?option=com\\_content&task=view&id=334&Itemid=121](http://www.stcwa.org.au/index.php?option=com_content&task=view&id=334&Itemid=121)

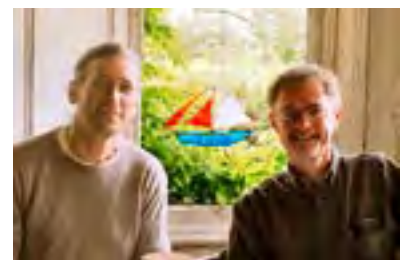
**Sales of American cars and trucks fell steeply in May, automakers reported today, with both General Motors and Chrysler posting double-digit declines...**

**4. If they only knew - car's true cost so much more:** <http://www.smh.com.au/news/national/if-they-only-knew--cars-true-cost-so-much-more/2006/05/26/1148524888415.html>  
 SYDNEY motorists would think twice about using their car if they knew the real cost of each kilometre they drove was nearly six times higher than most people believe, a transport expert says.

#### 5. CSIRO Sustainability Network:

<http://www.bml.csiro.au/SNnewsletters.htm>

If you want to understand what 'sustainability' really might be, plug into this home-grown Australian network that is leading the world in innovative thinking (some discussion of transport and bikes too!)



California. He and David will discuss and clarify the realities and implications of the end of cheap transport fuels and the opportunities that lie therein. They will provide resources for the sceptical to get up to speed on the coming changes as well as inspiration and empowerment for those already on the path to a more productive and saner way of life.

Please tune in to BISA's e-news or the links below for further information.

David Holmgren: <http://www.holmgren.com.au>

Richard Heinberg: <http://www.museletter.com>

The Hawke Centre: <http://www.unisa.edu.au/hawke>

He also helped to organise BISA's 20th anniversary celebrations.

He wrote occasional entertaining articles for Pedal Update about some of his cycling experiences.

Our sympathy is extended to his family.



## Cycling for Pleasure Rides

**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

### July 16, 2006 *A Ride Back Through Time*

Meet in Victoria Square at 10.00 a.m. A History Ride around Adelaide. Generally flat and bitumen.

Alan 8296 5993

### July 30, 2006 *Down South Again*

Meet at Noarlunga Central Railway Station at 10.00 a.m. (9.02 train from Adelaide) A Ride along the coast and then to McLaren Vale for lunch. A few small hills and 41 kms. Dennis 8186 1943

## Adelaide Touring Cyclists Inc. (formerly Tea Tree Tourers) Rides

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](http://adelaidetouringcyclists.org) for more information and contacts.

### July 9<sup>th</sup> Sunday Leisure Ride

To Brighton And Return, Meet: 10.00am West End Brewery. Adam Street Hindmarsh, Distance: 30 to 40 km along the creeks, winding sealed paths, secondary roads & then back along the picturesque coast line Coffee/Food stops or BYO  
Leader Sue: 0419 833 602

**Thurs.** July 6<sup>th</sup>, 13<sup>th</sup>, 20<sup>th</sup>, 27<sup>th</sup>, Aug 3<sup>rd</sup>, 10<sup>th</sup>, 17<sup>th</sup>, 24<sup>th</sup>, 31<sup>st</sup>, Sept 7<sup>th</sup> **Thursday Rural Ride**

About 50kms, some dirt. Meet Woodside Swimming Pool 10.00am. BYO lunch, there will be a coffee stop. Phone for further information.

Leader Doug and Ruth 8389 7815 or Liz 8390 1638

### July 16 Perfect Series

Start 8:00 AM Point Pass Details TBA

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.

## The Safe Turn Indicator

It's a small, lightweight orange light that you clip to your glove or to a wristband (provided). It normally won't blink, however when you out-stretch your hand to indicate a turn, it will automatically start blinking orange. It will stop blinking one second after the hand goes back to the handlebar. This is because the device detects its orientation toward the Earth gravity. It can be easily adjusted to an individual's riding style and handlebar type.

Its inventor, a Bicycle Victoria member, recently emailed

### August 13, 2006 *Peddling Around The Port*

Explore historic Port Adelaide. Meet at beach carpark at the end of Bower Road 10.00 a.m. Train to Ethelton leaves Adelaide at 9.13 a.m. Morning Tea at Largs. Lunch at Queen's Wharf Port Adelaide. Vera's afternoon Tea at John's place. John 8449 5513

### August 27, 2006 *A Ride in the Hills*

Meet at Belair Railway Station at 10.30 a.m. (9.55 train from Adelaide arrives at 10.29) A ride through the hills. BYO. 35 kms. Anne 8278 7321

Check [www.cyclingforpleasure.org](http://www.cyclingforpleasure.org)



### July 23<sup>rd</sup> Sunday Leisure Ride

A Leisurely Ride To Mawson Lakes And Return, Meet: 10.00am Victoria Square Adelaide. Distance: 30 to 40km heading for the race track, hills, park & unsealed paths. Coffee/Food stops or BYO.

Leader Sue: 0419 833 602



### August 27 – Sunday. Preparation A/B Series Training.

150km Meet 8:30 am, Moseley Square, Glenelg. To Meadows and return. Get ready for the 200km A-Series 2 weeks later. Contact: Michael D wk 8301 6530 home 8294 0709.

### September 10 - Final Round of the A and B Series 100 & 200 Km

Start: 7.00am Cudlee Creek Caravan Park

A Series - 200 Km:: Gumeracha, Mt Pleasant, Sedan, Keyneton, Nuriootpa, Kapunda, Greenock, Lyndock, Williamstown, Kersbrook, Cudlee Creek

B Series - 100 km Over towards Eden Valley returning via Williamstown & Gumeracha.

ALL OTHER RIDES PLEASE SEE

WEBSITE [www.adelaidetouringcyclists.org](http://www.adelaidetouringcyclists.org)



Diameter 40mm  
Shown with wrist band

<http://safeturn.com>  
for more information.



## 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 fell 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"> <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>	



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## Give cyclists a metre



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### Somerton Park Shared Path

A shared bike and pedestrian path designed for the Esplanade, Somerton Park, has been well received.

Nearly three quarters of the more than 250 people who have commented on the new path design to Holdfast Bay Council, like it.

It was designed by the Somerton Coast Park Reference Group, started by the council earlier this year.

The 4.5m-wide shared path between Repton Rd and the Broadway, will be part of the State Government's 70km foreshore path from North Haven to Sellicks Beach.

The design allows two-way foot and pedal traffic along the Esplanade and includes some boardwalks and mountable kerb parking.

Group member Gerald England said it had been a challenge to find sufficient space on the Esplanade for the shared path.

The council partially closed the Esplanade as part of a trial in January, 2004, but this was heavily criticised by residents and

it was reopened after complaints of extra traffic in once quiet streets.

Many of those who responded to the new shared path survey, which was anonymous, included comments about the Esplanade. One Esplanade resident said: "From Broadway to Repton Rd, the Esplanade looks tired and well overdue for an upgrade."

A Farrell St resident said: "(It.) seems to be a good compromise whilst maintaining two-way traffic which must be retained in my opinion." Those against the design opposed the loss of some parking, had some safety concerns about the shared use and mountable kerb parking.

Holdfast Bay engineering manager Charles Sheffield is preparing a report on the design for elected members for this month's council meeting.

*adapted from 21/6/06 Guardian article by Chantelle Kroehn*



### Garden Gnomes Cycling 30,000 kms Promoting Sustainable Transport

OzByBike is a demonstration of how sustainable transport can be used as an alternative to polluting and costly ways of getting around. On the 11th February 2006, Anthony Mann set off on his 30,000 km expedition around Australia to spread his message - that travelling like this is one of the healthiest, most environmentally-friendly and sustainable forms of transport that exists.

OzByBike has a series of 7 'extreme goals' to achieve whilst the expedition travels the country - to reach the most Southern, Eastern, Northern, Western and Central points of Australia, as well as the highest and lowest points, from summit to below sea level. The expedition is expected to take approximately 18 months, finishing back in Tasmania in late 2007.

Travelling with Anthony throughout the expedition will be a team of garden gnomes - the first garden gnomes ever to cycle around Australia. Watch out for them as OzByBike travels around the country, and be sure to say g'day if you see them passing by!

You can follow Anthony as he travels around the country, by keeping an eye on his diary page at [www.ozbybike.com](http://www.ozbybike.com) where you'll also find updated photos and stories of this epic expedition. You can also be involved in OzByBike - check the web site to find out how.

Oz by Bike  
[www.ozbybike.com](http://www.ozbybike.com)  
0439 037 248

