



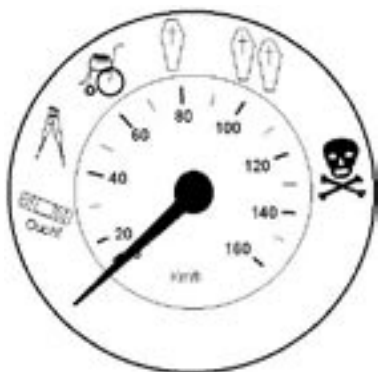
# Pedal Update

No 152, Jan-Feb 2003

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Happy New Year!

## SPEED ISSUE



Do cars get you there quicker? See Sam's Articles on Pages 7 & 8



Is 60 kp/h safe for all road users? See Mike's Article on Page 4



Build a bike rack like this to go on your 6x4 trailer see Page 9

### Calendar

#### Jan

No meeting in January

**24<sup>th</sup> Jan** Tour Down Under BISA stall at Goolwa see page 11 for details

#### 12<sup>th</sup> Feb

Business Meeting - All Welcome

**7 pm** on the 2<sup>nd</sup> 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 6:00pm before the meeting.

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### Pedal Update

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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**

## BISA Committee

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### President's Report



Welcome to the last Pedal Update for 2002. Early next year Transport Ministers and Governments across Australia will be considering a 50 km/h General Urban Speed Limit (GUSL-50). BISA regards traffic speed as the single most important issue that cyclists face. Accordingly, this PU has SPEED as its theme. Thank you to all those who have offered input to the BISA Position Statement on Speed. It is yet to be finalized, so there's still an opportunity for you to have your say. Please refer to the Member Survey in this PU or at the BISA web site.

If you type "Speed Limits" into a search on the Internet two things will strike you.

First of all you will be surprised to see how long the issues relating to motor vehicle speed have been around. It makes you realize that road authorities have systematically ignored the real issues associated with road safety. The Cyclist's perspective has seldom been acknowledged in the regulation of traffic and in the setting of speed limits.

The second thing you will see is that it's not simply a matter of lowering all vehicle speed limits with the stroke of a pen. After the U.S. Department of Transportation lowered the maximum speed limit to 55 mph in 1973 (due to the oil crisis), it was estimated that there were 4000 fewer road fatalities in 1974. Despite this, by 1987, speed limits were back up to 65 mph!

If you are feeling indignant, you should remember that this is a complex problem. Different kinds of motor vehicles have different speed restrictions placed upon them (e.g. heavy vehicles; cars towing caravans etc.). There are the great difficulties associated with enforcing speed limits. There is the great pressure of the ruling car culture that relates prestige and status to the speed and power of motor vehicles. There is the tendency for male youth to use motor vehicles to satisfy innate needs for risk. There are perceptions of speed limits as "required speed" rather than "maximum speed". And so it goes on.

In this edition our intention is to inform you and perhaps encourage you to think about issues related to motor vehicle speed and speed limits. After my recent reading I can only summarize my view by asking: "Who are the most vulnerable users of this road? Are they being protected adequately?" If they are not then the strong must be curbed to protect the weak.

Clearly with the ruling car culture, this is not the case at the moment. So, we must insist on a change to the current system where motor vehicles take all before them, sweeping cyclists, pedestrians and pets out of every neighbourhood street.

We are told that there is an activity crisis in our communities - notably an epidemic of child and adult obesity. Children cannot ride or walk to school anymore. So, it's not just for our safety, but for the health of our communities too, that we reclaim the roads.

Have a peaceful holiday season in the true sense of the word.

Michael Kokkinn



### Mike's Bike Tips Punctures - trying to prevent them.

My experience with puncture prevention...many years riding bicycles out in the bush and encountering every possible spiky plant, and selling bikes to children living on farms. I tried various puncture-proofing solutions, for use on mountain bike tubes with Schraeder valves, and found those from the motorcycle industry to be the most effective. One very effective tyre-tube combination was a tyre with a Kevlar belt (Metro-duro) with a standard tube filled with a puncture-proofing solution called 'No more flats'.

(Note from Kath Cooper, 'I've ridden on a tandem across paddocks with Mike and got the tyres peppered with three cornered jacks. We didn't get a puncture'.)

In general, tyres with Kevlar belts seem to have better puncture-proofing protection, so it should be worth asking for this when you are shopping for a tyre. If you can get into the habit of buying your tyres a few months (at least) ahead, and store them in a cool, dry place, they will be harder

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# SPEED LIMITS



**The speed limit is the absolute maximum and does not mean it is safe to drive at that speed irrespective of conditions. British Traffic Authorities**

## SPEED LIMITS - A HISTORY

The existence of laws to control traffic long pre-dates the invention of the motor car. It is thought that the Romans first introduced one way streets, pedestrian crossings and roundabouts some 2000 years ago.

**1835** - Highways Act prohibits riding on footpaths, introduces dangerous driving.

**1865** - Locomotive Act (amended 1878) - restricted the speed of horse-less vehicles to 4mph in open country and 2 mph in towns. Act required three drivers for each vehicle - 2 to travel in the vehicle and one to walk ahead carrying a red flag..... - the Red Flag Act.

**1872** - Licensing Act - introduces offence of drinking whilst in charge of carriage, horse or cattle

**1875** - 1589 people killed in road accidents

**1896** - Repeal of 1865 'Red Flag Act' after nearly two decades of strong support from horse interests. Horse-less vehicles now free to travel faster than walking pace! Royal Automobile Club founded. First RAC UK London to Brighton run held to celebrate the new era of speed.

**1905** - Automobile Association UK founded - fights to support members caught by police speed traps.

**1930** - Road Traffic Act - introduced minimum age for driving and requirement of all vehicles to be insured. Required the Ministry of Transport to prepare guidance for road users - the first Highway Code.

**1934** - Road Traffic Act - introduced 30mph speed limit in built up areas, pedestrian crossings (marked by the 'Belisha' beacon), required cycles to carry rear reflectors. First driving tests introduced.

### SOME TERMS

- General Urban Speed Limit (GUSL)
- Lower Urban Speed Limit (LUSL)
- Variable Speed Limits (VSL)
- Prevailing Speed Limit (PSL)

### GENERALLY FOR CARS IN AUSTRALIA

- Freeways: 100/110 km/h
- Urban stretches: 100 km/h
- Dual carriageways: 100 km/h
- Outside built-up areas: 100 km/h
- Built-up areas: 60/50 km/h

## SOME URBAN SPEED LIMITS FOR CARS COMPARED

COUNTRY	URBAN SPEED LIMIT (i.e. built up areas)
Britain	48 km/h
Austria (Europe)	50 km/h
Alabama (USA)	48 km/h
Alaska (USA)	40 km/h
Idaho (USA)	56 km/h

**REMEMBER:** Different vehicles (e.g. Heavy Vehicles, cars towing caravans etc.) have different speed limitations placed upon them. Different roads have different speed limitations (e.g. Freeways). Different circumstances require varying speed limits (School Zones, dangerous areas etc.).

## In Australia

At present, 50km/h urban speed limits have been implemented in New South Wales and South Eastern Queensland (in both cases covering the bulk of populated areas). Victoria and Western Australia are to adopt the 50km/h limit on a widespread basis.

Despite the area-wide Unley (SA) 40 km/h speed limit and some other smaller precincts, there is strong agreement that the 40km/h areas should remain as an option even if a 50km/h GUSL were to be introduced. The South Australian Government will decide in April 2003 whether to adopt a GUSL of 50 km/h. [GUSL-50]

However, a GUSL-50 will not be low enough to make roads safer for cyclists and others. There seems to have been little discussion of the need for retaining an option for lower speed limits generally for residential streets.

## MUST READS!

- Lower Urban Speed Limits – what are the pieces of the jigsaw telling us at this point in time?** Jeremy Woolley, Chris Dyson and Michael A P Taylor (available on the WEB)
- The CUST report, 'Towards a Safe Urban Speed Limit (BFA web site)
- Evaluation of a 50 km default Urban Speed Limit for Australia, Monash University Accident Research Centre, (NRTC web site).

by Michael Kokkinn



# Speed and the Road Toll

## Introduction:

Many people believe that speed is linked to risk of accidents. Most cyclists would like to see lower limits. But other people argue that they can drive safely on our roads at higher speeds than the current limits, that reducing the limits will cause lots of delays, and that there is no proof that speed causes accidents. Where might the truth lie?

I've looked at what scientific studies say about the link between speed and accidents. The scientific evidence deserves to be known more widely, as it gives the facts about what actually happens, rather than opinions about what people imagine might be happening, or what people think ought to happen. Scientific evidence can provide a solid foundation to arguments against those who see speed enforcement as un-necessary, or who are convinced that the current limits are set too low. However a warning – many factors influence whether motorists crash, and speed is just one of these. It would be simplistic to think that reducing speed is the only answer, but it may help.

That said, the news for speed advocates is bad. There are still a lot of accidents in South Australia, and some people are injured/killed in 60 km/h zones. The facts are that speed correlates with the risk of having an accident, and the risk that that accident will injure someone. For cyclists and pedestrians, the current 60 km/h limit is too fast. It may seem slow in a car, and if the car hits another it will probably just dent the bodywork. But if that car hits a pedestrian, it will injure them, and probably kill them. Finally, changing traffic speed limits really does work, and can reduce accidents dramatically.

## The South Australian Road Toll.

What is the extent of injury on the road each year? TransportSA compiles data on road crashes in S Australia that were reported to the police. The criteria for reporting an accident in 2000 were: either an injury, or more than \$1,000 worth of property damage.

### Box 1: South Australian road toll for 2000:

People killed: 166, including 1 cyclist  
People injured: 9,988, including 490 cyclists  
Total crashes: 40,603, including 564 involving cyclists  
(ref 1 tables 17 & 23)

These statistics should be more widely known. Next time you hear the number of deaths on SA roads in the year to date, multiply by 60 to find the number of people injured, and by 250 to find the number of crashes. Remember this does not include minor crashes and near misses. Remember that for those injured, there may be months of recovery, perhaps permanent disability, affecting job prospects, and quality of life for years to come. Remember that injury also puts a burden on the victim's family, friends, on our health services, and on the State. Road accidents have a massive cost, and we need to think about this a bit more often than we currently do.

Cyclists are about as much at risk as other road users, though the type of accidents differ. In 1999-2000 there were about 45,000 active cyclists in S Australia<sup>2</sup>. If all cyclists are

equally at risk, each year, there is about 1 cyclist injured in a crash for every 80 cyclists; and about 1 motorist injured in a crash for every 100 motor vehicle licence holders. Thus cyclists have as much interest in reducing the road toll as anyone else.

## Speed and the risk of having a crash

TransportSA's report takes the view that human error causes crashes. If traffic moved more slowly, would humans make fewer errors?

Errors in actions that the road user controls - giving way, obeying road rules, stopping at red lights - account for around 90% of crashes. (ref 1, table 18). Common sense suggests that if traffic moved more slowly, people should make fewer such errors. Situations would develop more slowly, giving people more time to assess them, and more chance to react correctly. People have more time to think, to remember what to do, and to do it. People can stop their vehicles in less time, and in shorter distances.

Even if a road user drives perfectly, reducing traffic speed will help them by protecting them from errors that other road users make. This is important for cyclists: in SA, of the 564 crashes involving cyclists, the cyclist was held responsible for 39% of these - less than half. Thus in most cases, it is another road user, not the cyclist, who causes the crash. So even if I ride defensively and extra carefully, at the current speed limits, it may not be enough to keep me safe. (ref 1, table 23).

- In several places in Australia, reducing speed limits reduced the number of accidents (see below)
- In Dusseldorf, Germany, the general speed limit is 50 km/h, but some streets have a 30 km/h limit. Neighbourhoods with more 30 km/h streets were safer, in that fewer children were injured in traffic accidents<sup>3</sup>
- In Helsinki, a study which shows that if you reduce traffic speed, drivers are less likely to make errors at junctions<sup>4</sup>

Helsinki: two-way bike lanes apparently run on one side of a road. At junctions, drivers who want to turn have to cross these. A particularly common accident was when drivers who wanted to turn left\* hit cyclists approaching from the left\*. Hidden video cameras revealed that the drivers made errors of judgement: they approached the turn fast, and glanced only to the right\* presumably looking for cars on the road they wanted to turn onto. The investigators installed speed humps just before the junctions, to see if slowing the traffic down would prevent errors. When the motorists were no longer able to turn quickly, they did check to the right\* as well as to the left\*, and would thus be at less risk of hitting cyclists. Thus slowing traffic down caused drivers to make fewer errors when searching for approaching traffic<sup>4</sup>

\*to make the explanation clearer, I've given the equivalent as if driving on the left as in Australia.

## Speed and how severe crashes are.

TransportSA measures severity of crashes by dividing outcomes into: death; serious injury requiring hospital admission; other injury; and property damage only. (ref 1 table 17) Wherever a crash occurs, TransportSA also records the speed limit for that stretch of road, and most traffic probably travels at or near that limit. I analysed TransportSA's data, for

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SPEED AND THE ROAD TOLL cont'd from page 4  
 the Adelaide built up area: from Sellikcs Hill to Gawler, and to Bridgewater in the Hills, but excluding the DBD. About 3/4 of the State's crashes happen in this area. The trends are discussed below, and are shown in the speedometers at the end of the article.

**The speed limit set for the road, and accident severity.**

The relationship between speed and severity is linear - for each 15 km/h you raise the speed limit, the percentage of crashes that injure people rises, by around 3%. Up to 25 km/h only 5% of crashes injure someone. At 100 km/h, around 32% of crashes injure someone.

Also, the higher the speed limit, the more likely it is that someone will die. The relationship is exponential - that is, for each 15 km/h you raise the speed limit, the percentage of crashes that kill someone doubles, and at high speeds, the proportion of crashes which are lethal rises very rapidly indeed. Thus at 60 km/h, about 0.2% of crashes would be fatal; at 80 km/h, about 0.45% are fatal, and at 110 km/h, about 2% are fatal.

**Box 2: Low speeds can be lethal to pedestrians and cyclists.**

Adelaide's current speed limit of 60 km/h still seems too high, and BISA would like to see it lowered.

- In the past month, in Adelaide, two pedestrians were hit on West Terrace (speed limit: 60 km/h) and both died. A cyclist travelling on old Belair road (speed limit 60 km/h) crashed and died.
- In New Zealand in 2001: if a car travelling at 40 km/h hits a pedestrian, the pedestrian has a 75% chance of surviving. If the car is travelling at 70 km/h, a pedestrian has about a 5% chance of surviving<sup>5</sup>
- In Britain, about 2/3 of accidents in which people are killed or injured happen in areas with a 50 km/h limit (30 mph)<sup>6</sup>

**Excessive speed and severity of crashes**

In South Australia, speeding is a serious cause of death; and the problem is probably worse than the data show, because drivers who were speeding when they crashed are unlikely to admit to it. TransportSA make the following comment:

"Following a crash, it is usually difficult to determine if speed has been a factor. The number of such crashes is likely to be under-reported. However, in 2000, the State's road crash records showed that at least 8.8% of the 147 fatal crashes were the results of excessive speed. When excessive speed was identified as the apparent error, injury outcomes were more likely. In 2000, of the 218 crashes caused by excessive speed, 48% resulted in at least one person being killed or injured. As a comparison, only 18.8% of the crashes from other causes resulted in deaths or injuries." (ref 1 p. 8)

**Lowering speed limits prevents accidents and makes them less severe**

The above show that speed is linked to risk of accident, and how severe the accidents are. There is plenty of evidence that reducing speed limits actually prevents road injuries, either by making accidents less likely, or possibly by making those that happen less severe.

- Most states have tried 50 km/h limits, some more widely

than others. SA has been slow to take up the idea. Unley Council imposed a 40 km/h limit in 1999. It is too early to assess the full benefits, though initial results are said to be encouraging. The speed limit has wide public support<sup>7</sup>.

- In NSW, by March 2001, most local government areas had implemented a 50 km/h area-wide urban speed limit. 26 local government areas were studied: streets which retained the 60 km/h limit in general had no or slight reductions in accidents; those zoned 50 km/h reported a 23% reduction in all accidents, and a 19% reduction in casualties. Overall, from April 1998 to December 1999, the 50km/h limit reduced risks as follows: Fatal: by 45%; casualty: by 22%; property damage only: by 27%; young drivers: by 19%; older drivers: by 50%; pedestrians: by 51%; pedal cyclists: by 33%; motor cyclists: by 33%. Overall there were 262 fewer accidents, saving the community about \$25,000 per accident. (ref 8, table 8)
- In Britain, government research showed that where the limit was lowered from 50 km/h to 30 km/h, this reduced the incidence of traffic accidents by 60% and cut child pedestrian and child cyclist accidents by 67%<sup>9</sup>
- In Edinburgh, the city council put into place traffic calming measures in a few areas with high accident rates. These measures slowed the traffic down, and reduced reported accidents by 39%. By comparison, in the council area as a whole, accident rates were unchanged<sup>10</sup>
- In Israel the speed limit was *raised* on some out-of-town roads, from 90km/h to 100 km/h in 1993. The death toll rose as a result of a sudden increase in traffic speeds, and there were more accidents where someone died<sup>11</sup>

**How to slow traffic down?**

- Legislation alone has been shown to reduce accidents, but may not be the whole answer. Some drivers think that they know the road so well they ignore the new limits. A few routinely ignore all speed limits. In Unley, when the speed limit was lowered from 60km/h to 40 km/h, the mean traffic speed did not always fall to 40 km/h (ref fig 1b) Success depends on involving the community, as in Unley and NSW. Most people thought the limits were a good idea and supported them: this makes it more likely that they will obey the new limits.
- The new limits need to be enforced. There is an argument that community attitudes need to change, to make speeding socially unacceptable - in the same way that drink-driving is now seen as unacceptable.
- The measures need to be applied through a wide area. In the UK, where speed limits were reduced on certain stretches of road only, people questioned whether accidents had 'migrated' onto other roads, leaving the overall rate unchanged. Opinion was generally that they hadn't, but a little doubt remains. <sup>12</sup>
- Traffic-calming devices, such as speed ramps, mini-roundabouts, and chicanes, enforce limits, and are particularly effective against the few drivers who routinely ignore road rules and speeding fines. These devices need to be bike-friendly.

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**Box 3: Costs and benefits of reducing the speed limit to 50 km/h**

In 2000, Monash University Accident Research Centre prepared a report on the likely effect of lowering the urban speed limit to 50 km/h<sup>8</sup>. The report was based on studies where 50 km/h limits had been tried, and on computer simulations. The Centre predicted that the lower limit would have little effect on overall journey time, and would also prevent a large number of injuries even using conservative assumptions:

“Implementing the lower urban speed limit on local streets, collectors and arterial roads currently zoned 60km/h is predicted to result in an average increase in travel time per head of population in Australia of nine seconds per trip (assuming a 5 km/h reduction in cruise speed). If Australians were to accept travel time impacts of this order, it is estimated that about 2,900 casualty crashes would be prevented each year. ... These crash savings, in the form of lives saved and long term health losses prevented, will include significant benefits to pedestrians, motorcyclists, cyclists and other vulnerable road users, as well as vehicle occupants. The bulk of the casualty crash savings are predicted to result from the implementation of 50 km/h speed limits on urban arterial roads currently zoned at 60 km/h. Once implemented, savings in life and health will continue to accrue over future decades. It is recommended that national consideration be given to the adoption of a 50 km/h default urban speed limit in the Australian Road Rules”.

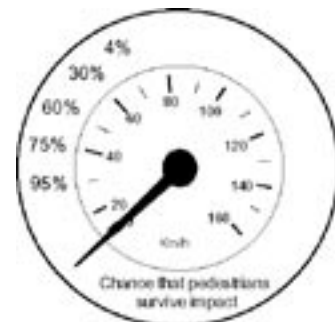
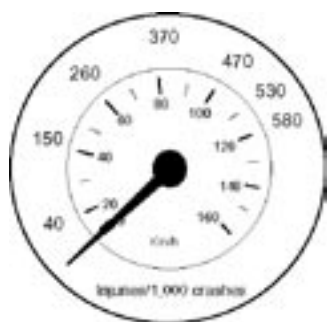
**Conclusions:**

There are still a lot of accidents in 60 km/h zones, to cyclists and others. Cyclists and pedestrians can die from these collisions. Reducing speed limits makes roads safer. BISA generally supports measures to lower speed limits, and to enforce the lower limits. In the meantime, cyclists will need to be aware how traffic speed increases risk and severity of accidents, and in particular the risks of collisions at relatively low speeds.

For those who want to know where the information came from..

- 1 TransportSA “Road crashes in South Australia 2000: published by the Government of SA.
- 2 Australian Bureau of Statistics, “Participation in sport and physical activity” 1999-2000
- 3 Von Kries R et al (1998): “Road injuries in school age children: relation to environmental factors amenable to interventions”. Injury Prevention 4: 103-105
- 4 Summala H et al “Bicycle accidents and drivers visual search at left and right turns”. Accident Anal Prev 28, 147-153
- 5 New Zealand land Transport Safety Authority, website, speed statistics.
- 6 UK Department of Environment, Transport, and the Regions, “Kill your speed” campaign website, www.detr.gov.uk/campaigns/kys99/index.htm; cited by Pilkington, reference 9 below.
- 7 Wooley J et al “Lower urban speed limits - what are the pieces of the jigsaw telling us at this point in time?” Report from WWC - Transport Systems Centre, University of SA.
- 8 Monash University Accident Research Centre, Report to the National Road Transport Commission, “Evaluation of a 50 km/h default urban speed limit for Australia.” 2001.
- 9 Pilkington P (2000): “Reducing the speed limit to 20 mph in urban areas.” British Medical Journal 320, 1160
- 10 Gorman D et al (2001): “Both advisory and mandatory speed limits are being introduced in Edinburgh”. Brit Med J 2001. 322: 50
- 11 Richter, ED et al Journal of Medical Ethics 2001. “Extending the boundaries of the Declaration of Helsinki: a case study of an unethical experiment in a non-medical setting.
- 12 Morrison, DS (2001): “Evidence based principles should be applied to non-health sector interventions.” British Medical Journal, vol 322, p. 50

Mike Brisco



**Mike’s Bike Tips Punctures - trying to prevent them.** (cont'd from page 2)

wearing than tyres straight off the shelf.

Never ride your bike with under-inflated tyres. The recommended pressure for your tyre type should be embossed on the sidewall, and it is best to go for the maximum. This reduces the chance of the infamous ‘snake-bite’ puncture wound.

If you’ve wheeled your bike across grass or rough-stuff, it’s

a good idea to check your tyre for the presence of potentially damaging objects such as sharp rocks and prickles, by spinning the wheel slowly and running your hand along the tyre. This gives you the chance of removing offending articles before you put your weight on to the bike and ride off on a hard surface, causing them to dig in and possibly cause a puncture.



## Getting There On Time - Getting There Alive!

The most frequently expressed concern non-cyclists mention about cycling to work is travel delay - cycling is seen as 'slower'. This belief apparently comes before worry about safety or comfort, and is held despite evidence to the contrary. Trip times are obviously an important issue for commuters, and the potential impact on trip times of lower speed limits has been an important consideration in their recommendation in Australia. Introduction of a lower General Urban Speed Limit (GUSL) in South Australia - currently lagging behind all other States - will require some careful and clear public education!

Lower speed limits for urban areas - a GUSL-OF 50 kp/h and perhaps even lower speed limits for local residential streets - are the single most effective steps towards reducing both risk of accidents on the roads, and severity of injury. The 2001 National Road Transport Commission 'Evaluation of a 50km/h Default Urban Speed Limit', states that given introduction of a GUSL-50, between 2,900 and 7,380 casualty crashes would be prevented in Australia each year! The immediate savings in annual health costs run into many millions of dollars! The accruing costs, in terms of lower health care and morbidly over time and the maintenance of productivity, are almost immeasurable (though the NRTC report makes a valiant effort!) Even lower limits of around 30-40km/h for residential streets will have an even greater impact!

The NRTC report notes that this decrease in crashes comes at a small cost - an average increase in road trip times (per head of population) of between 9 and 25 seconds! This apparently minor impact (there are 86,400 seconds in a day) has been studied exhaustively in terms of both direct productivity costs and indirect associated benefits. Austroads, in their 1996 report 'Urban Speed Management in Australia', indicate that 'it is implausible that the small daily increases in travel time.... have any measurable impact on productivity activity, and.... calculation of monetary costs of increased travel time would be inappropriate' (p21).

The extent to which a 9-25 second delay each day is of any economic impact is highly debatable. The NRTC believes that such delays are of no significant economic consequence given:

- the additional (and largely unmeasured) costs of car use such as parking and running costs and the manifold impacts of pollution from exhaust fumes etc.
- the enormous and cumulative economic savings and community benefits accruing from reduction in morbidly associated with road crashes
- the potential and accruing benefits from potential for increased human powered transport (cycling, walking etc)
- other longer term benefits associated with increased amenity and quality of community life.

However, people are resistant to change and it seems likely that the issue of extended trip times will be raised early next year as an objection to the proposed GUSL-50 and perhaps other local measures. The images of cars as 'fast' and of bikes as 'slow' are compelling and deeply embedded in our car-dominant culture.

Let's take a closer look at the facts:

- a large proportion (sometimes most) of the commuting time we spend in our cars is spent either stationary or moving at very slow speeds. We can only travel as fast as car traffic will flow as we spend a lot of time avoiding double-parked vehicles, at stoplights and level crossings, sitting in traffic jams and negotiating roundabouts etc.
- bicycles are as fast, if not faster, than cars for trips of up to 5kms (which comprise about 80% of daily urban car use), and are often as fast beyond that distance as well when parking and walking times are taken into account.

So for distances of at least 5 kms the logic of getting there faster by car is not valid.

This is clearly illustrated by the experiences of BISA-member Mike Brisco:

Commute distance: 24km (Campbelltown to Bedford Pk)  
By bike: 1hr 5mins - 1hr 15mins  
By bus: 1hr 15mins (change in city)  
By car (peak): 1hr 5mins!

Another commuter reports on a somewhat shorter trip:

Commute distance: about 8km (Marion to City)  
By car: 35-40 mins (plus parking/walking time)  
By train (peak): 25 mins  
By bike: 45 mins.

So clearly there's not much in it time-wise!

Let's look at the impacts and benefits of lowered speed limits. As indicated a reduction of the GUSL from 60km/h to 50km/h has only the slightest impact on trip times. The NRTC report in fact indicates that the 9-25 second impact may well be an overestimate given a host of other positive outcomes likely to be associated with the smoother traffic flows involved! The report also indicates that, if Australians are willing to accept the notion of even these minor impacts, between 2,900 and 7,380 casualty crashes would be prevented each year. So there are major benefits to be gained at very minor (if any) cost! The report notes that 'managing the speed of vehicles by appropriate speed limits goes hand in hand with the higher priority being given to non-motorised forms of travel' (pp63-64). In other words, it is impossible to address encouraging more people to cycle or walk without lowering speed limits, hence the priority given to a GUSL-50 in the NRTC report.

I've experimented with this reduction of the GUSL myself on a 23km drive to work. I usually get going at about 7.30am, well before peak travel times. The trip normally takes 35 minutes travelling at a max. of 60km/h (with about 5km at 80km/h). Reducing maximum speed to 50km/h and 60km/h respectively adds only 4 minutes to my trip! I am certainly convinced that trip times - a major concern of non-cyclists - are not significantly extended by either giving up the car or the lowering of maximum speeds! It's one of those 'everything to gain, nothing to lose' situations and this is how it needs to be presented to the public!

There is of course a further issue - that of extending even lower speed limits to residential streets. On the basis of extensive research, the BFA's 'Towards a Safe Urban Speed

Getting There On Time - cont'd from page 7

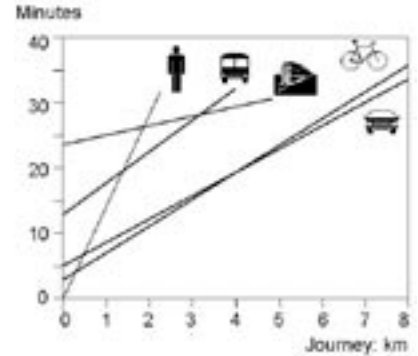
Limit' report (BFA-1996) recommends adoption of 30km/h limits for all such streets. Indeed, it notes that in several European cities, 30km/h has been adopted as a citywide limit with major health and social benefits as well as providing direct encouragement for taking up non-motorised transport. In fact even 50km/h is generally regarded as too fast for residential streets or where mixed road use is likely to be encountered. Urban roads can only be described as 'safe' when they are so for the most vulnerable road users - cyclists and pedestrians.

Here in Adelaide, 40km/h has been adopted in several areas across the Unley City Council and in some other streets such as Jetty Rd, Brighton. Along with the proposed GUSL-50, it seems logical to also consider more extensive localised and lower speed limits. In turn, it seems likely that the issue of increased trip times will again be raised. A European study found that 15 minute trips at a maximum of 50km/h are extended by an average of only 1 minute if the majority of local streets are limited to 30km/h! This suggests that the continued lowering of speed limits beyond a GUSL-50 for residential streets will have minimal impact on traffic flow and trip times!

There is some very localised and authoritative evidence for this posted at the Unley CC web site in the form of comments from Tony Hastings, Director of Drive To Live Australasia and noted Australian consultant on traffic management and driver training. He reports that, in traversing the Unley city area (including the current 40 km/h zones) from South

Road to Glen Osmond Road over 2 trips at maximum speeds of 60km/h and 40km/h respectively, the difference in time taken was only 45 seconds. This trip is approximately 5km. Clearly the relationship between maximum speeds and trip time is essentially 'non-linear' and the major impediments to constant cruise speed (and hence trip times) are relatively fixed whatever the maximum speed allowed!

So overall, increased trip times appear to be neither here nor there in evaluating the impacts of lowered speed limits. The research, and indeed local experience, indicates that we - cyclists, non-cyclists and Governments alike - should all be focussing instead on the manifold benefits that accrue from lower speed limits - we have everything to gain and nothing to lose!



References:

1. 'Evaluation of a 50km/h Default Urban Speed Limit for Australia', NRTC,2001.
2. 'Towards a Safe Urban Speed Limit', BFA, 1996 (Convenor; M. Yeates).
3. 'Cycling: The Way Ahead for Towns and Cities', European Commission, 1999.

Sam Powrie.



### A Cyclist's Perspective:

#### IS IT REALLY CAR CULTURE vs CYCLE CULTURE? (Or...How Did Speed Get Sexy?)

Australia has the world's highest urban speed limits, exceeding even the USA. Excessive speed is responsible for hundreds of deaths and serious injuries every year. In about May next year Australia's transport ministers will consider approval of a national 50kmh urban default speed limit (the GUSL-50) aimed directly at reducing this terrible toll. We have known for many years that excessive speed is the major cause of injury on our roads. Despite this, 'fast' has become a dominant value in car culture in Australia. Somehow speed has become sexy<sup>1</sup> and entrenched in all aspects of car advertising and car use. In considering the introduction of the GUSL-50, Ministers will be asserting nothing less than an alternative cultural perspective that will not be new for those who cycle regularly on urban roads but may be so for those who do not. It is important to see speed in a cultural context if there is to be effective change. 'Car-culture' as the dominant perspective blames cyclists (even children who ride) for accidents over which they have no control, and sees cycling itself as 'dangerous'. Leadership in effecting cultural change will need to be considered carefully as Ministers work out how to effectively introduce Australians to driving more slowly (and perhaps even leaving their cars behind!)

Australian cyclists frequently experience this dominant auto-centric culture. It is obvious just about everywhere. Nearly all ongoing development of our roads reflect the 'needs' of car drivers, the single most obvious feature being accommodation

of the car's inherent potential for speed! We see constant straightening of roads so corners can be taken at higher speeds, road widening so that drivers have more margin for error and frequent lobbying for higher speed limits! Vast amounts are spent every year on such engineering 'solutions'. Then there are the drivers - us. We sit in an environment more conducive to entertainment than to piloting something large and dangerous. Despite all of their modern 'safety' features, for other road users cars are a disaster waiting to happen and logically ought to be used in the most conservative way possible to ensure the safety of non-motorised road users. Such an approach has, in the past, been seen as impossibly restrictive. To side-step this problem, as we so often do, we employ what Michael Yeates (CUST, 1996) has called the 'windscreen perspective'. This blinkered, auto-centric viewpoint so narrows our grasp on reality that the complex task of driving becomes simpler and altogether less hazardous (to the driver that is). The windscreen perspective<sup>1</sup> simply ignores our potential impacts on others.

We sit deep within a toughened glass and steel box, our body static, semi-reclined and essentially inactive. The car demands little physical activity and offers no direct sense of the forces generated in our progress. We have little connection to the moving landscape which approaches and then recedes behind us. We are insulated physically and psychologically from other road users. It is little wonder that we tend to

speed and risk the welfare of others with impunity! Everyone who drives is aware of this. Indeed modern cars have been described as 'too safe'. They are often sold as a place to relax, to retreat from the realities of city life and as highly energetic and rejuvenating time machines<sup>1</sup> (smiles all around, boppy music and youthful images complete the picture).

This 'windscreen perspective' involves a disconnection from the environment that is completely foreign to the cyclist, pedestrian, skate boarder etc. The driver is forced to submit to the machine - the windscreen becomes our eyes, the engine our muscle power and the accelerator our initiative. We become slaves to passivity. We are spared exertion, effort, achievement and the trials of motivation. We can just get in the car and go. A car is the essence of convenience! However there are (as always) costs to be paid. We pay for habitual use of the 'windscreen perspective' in many ways, not the least being the direct effects of speed! Cars do not come with their speedos progressively indexed with symbols of bandaids, crutches, wheelchairs and coffins as perhaps they should (see front cover)! Nor unfortunately are they marked with 25, 30, 40 and 50km/h speed zones to match differing road conditions. What the world needs of course is a more equitable perspective that recognises vulnerable road users - a 'cyclist's perspective'. Cyclists and drivers necessarily inhabit different worlds. One is vulnerable, the other much less so. One is usually travelling at a rate directly limited by physical capacities, the other experiences few practical limits to speed. It doesn't take too much to work out who is the more vulnerable and who is the more deadly! It is not bikes and

riding that are dangerous - it is cars, or rather the behavioural excesses that go with the territory. Our obsession with a car-dominated culture is clearly not sustainable. Something must change.

Where do we start? As with everything, behaviour change comes first. If there are human powered road users sharing the lane then drivers need to give them appropriate room on the road and/or reduce speed to that now recognised internationally as the only safe speed for mixed traffic - 30-40kmh! Second we need appropriate speed limits. Given mounting evidence for its support, South Australian use of the GUSL-50 seems inevitable. However what we as cyclists really need to promote in our communities and to Government is the need for the lower Residential-40 or 30 limit for non-arterial roads. It will not be adequate to simply apply the GUSL-50 limit to local streets - 50km/h is considered to still be far too fast for most residential areas, especially streets frequented by cyclists or likely to be used as 'short cuts' between arterial roads. BISA encourages South Australian cyclists to contact their local MPs to support both the GUSL-50 and the use of local Residential-40 speed limits. Together, these measures can provide a new outlook on personal transport - a cyclist's perspective<sup>1</sup> no less - that will be safer for all!

Ref: 1. "Towards a Safe Urban Speed Limit": report of the Cyclists Urban Speed Limit Taskforce. M. Yeates, BFA, Dec. 1996.

Sam Powrie



### Trailer Rack for a 6x4 Trailer

My idea for a trailer mounted bicycle rack came when I looked at ordinary trailers packed tightly with a jumble of bikes. If you wanted the middle one out, it was just too bad! So, why a demountable rack? I thought, many people already have a "six by four" trailer, and the nuisance of having a dedicated bike trailer to store would cause chaos in most suburban back yards. It would also cost extra yearly registration.

The bike rack had to be strong, easily stored, and not too hard to get off. I came up with a folding design which could be lifted by two people and leant against a shed or fence. I experimented with spacing, trying to fit as many bikes on as possible, while making sure that any one bike could come off without untying the rest. My design allows seven bikes to be loaded normally, with a further three which have to go on backwards, with the pedals off. The seven bike load definitely fitted the original bill, and the extra 3 spaces would be handy for longer trips. The space under the rack is very handy for all the luggage, food and water associated with bike touring.

The rack is constructed of 40mm galvanised square steel tube, with a number of tie down points to stop it falling off at

highway speeds. The uprights form a single "comb", able to be laid flat in one movement. They are padded with "Ensolex" foam rubber tube, used in refrigeration. The channels the bikes sit on were custom made from 1.2mm galvanised sheet, with rolled edges to prevent tyre damage. I welded on a large number of loops to allow each bike to be tied on with at least three separate ties. I decided on heavy-duty octopus straps; I couldn't come up with enthusiasm for making Velcro or elastic ring fastenings in the quantity needed.

I originally made a single ramp for loading the bikes, but for the CPG big ride this year, we left it home. The trailer isn't that high, after all. All the baggage loaded under the rack was accessible from the tailgate end without loosening the rack.

Jilden Reichardt

Note: At the November BISA business meeting CPG presented a submission requesting financial assistance for the construction of a trailer to carry bicycles. It was moved, and carried that \$500.00 be donated with the proviso that some publicity be given, perhaps with a BISA logo on the trailer and that an article be written for inclusion PU. A thank you card was recently received from CPG.



Rack Empty



Rack Flat



Rack Off



## If I were Minister for Transport for one day: (I)

My aims I hope are those of all BISA members – safety, and through safety, courtesy, efficient and pleasurable riding. But first, a reality check: the cost. If the government took road safety seriously, commercial drivers would have to slow down, be more careful, take more driving lessons, and rest more to avoid fatigue. Transport costs would rise dramatically affecting the whole economy. Are we ready for that?

Society must choose between money and justice. Do we want money to reign? Seeing offenders treated leniently, Police have little motive to arrest and prosecute, especially when, as soon as the offender tells his life story to the learned judge, he gets released!

Life and health are our most precious possessions, and they must not be compromised un-necessarily. But at present, many road safety experts tell me that the government does not take road death or injury seriously. We would insist that death on the road must be treated as seriously as death anywhere else - at school, at home, at a building site, at work. On the road, and in court, pedestrians', and cyclists' interests should take priority. The larger the vehicle, the more responsibility the drivers must take for their actions.

Next, I would give power directly to the people, by giving them the task of deciding transport policy. I would contact ministers, experts, officials, teachers, police, legal representatives, Greens, church leaders, health professionals, industry leaders, psychologists and psychiatrists, sport officials and artists. I would explain my views about what transport is and what it should be; its costs and benefits;

its role; how different modes of transport affect our health (physical and mental), our environment (including global warming), and our economy. I would invite them to meet each other, to discuss these issues broadly – not just in terms of the law and the economy.

There would be a competition, open to every one of all ages, to find the best solutions. No patents nor copy rights, but small prizes - a few hundred or thousand dollars - the real reward is the common benefit, not the money.

To convince the main parties to develop policies that are more humane and environmentally friendly, we would calculate the ecological impact of industry, including manufacturing and transport, and we would evaluate how pollution affects life and health. Many countries already have ecologically advanced technologies that are also environmentally friendly (these countries also have strong cycling teams):

Germany: hydrogen powered cars; VW or Porsche developed a single person diesel car doing 100 km per litre; many car parts are recyclable.

French: Citroen developed an economical and powerful variable pitch turbo diesel, that can burn regular diesel, cooking oil or virtually any liquid fuel.

Italians: another advanced car industry.

Australia, let's hope ...

Michal Kinasz, Launceston, Tas.



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## If I were Minister for Transport for one day: (II)

It may be a dream but it is still a worthwhile one. Who knows what potential we have for the task. Having been an active cyclist for many years I now consider my cycling to be an important part of my business and social transport. I now cycle as far in a year as I drive a car. Cycling is part of my lifestyle. That gives me enough experience to see things I would like to implement.

I have a long list of what I consider important things but these are my pet hates.

- 1) I would fix those locations where a bike lane is really needed such as at intersections and narrow sections of road. The funding for these would come from not spending money on bike lanes where they are easy to create and perhaps not needed. Eg Flagstaff Hill Road where there is a good service road but a cycle lane was painted on the main road mixing it with the high speed traffic. At the most critical section on the uphill track the painted bike lane is really only for the VERY BRAVE yet there is a suitable elevated roadside verge where a suitable cycle lane could have been constructed for the critical 100 m.

How many locations have you noted where there is a bike lane on a section of road, but at the intersection where an additional lane is squeezed in, the bike lane ends where,

it really is most needed.

- 2) I would offer tax advantages to cyclists who use the bike instead of the car. If cyclists used the facilities we already have in greater numbers then there would be less demand for widening roads just to fit more cars. (Have you counted the number of lanes at the Seacombe Rd and South Road intersection at Darlington?) Car drivers already use a diary system for claiming tax rebates for vehicle allowances for business activities. Surely cyclists can do this too, or do our law makers believe that cyclists do not pay taxes so they have nothing to claim? Perhaps car drivers are more trustworthy people and don't cheat? A similar tax rebate arrangement could be made for drivers who take a passenger.
- 3) I would make it compulsory for new buildings which have car parks, to have some facilities for securing bikes under cover and to encourage car parking centres to include adjacent storage facilities for small parcels and clothes. Arriving at a meeting flushed, sweaty and balancing panniers after a ride across town may seem like a cultural experience but it is much nicer to be able to shower or change. There are moves in Brisbane to provide cycles for people who move around the city and these bikes will need to be stored somewhere.

Minister of transport for one day (II) cont'd from page 10

- 4) I would install traffic calming devices in the outer lane at intersections which some drivers use to get to the front of the queue at each change of lights.

Having done my bit as the Minister, I am off for a ride.

Graham Brown



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### Letter to the Editor - Reflective Tape

Dear BISA,

I am a commuting cyclist, and have been for many years. I had a "letters to editor" published in Australian cyclist a while ago on the use of reflective tape on bicycles (available in car parts stores). Wrapped around rear forks, it lights up like a Christmas tree while car headlights are still at their full range. Cars give you a wider berth too. I use this tape on front/rear forks, and around the mid frame chassis, which shows up when you are side on to traffic. This is important, as front and rear lights do not show up then. I have noticed many other cyclists are now using this tape. It is not rocket science, but it works! I even have some on my helmet.

PL Sampson, Project Risk Manager

BISA contacted Peter for a bit more information on his interesting solution to making motorists take notice of us cyclists on the road. The adhesive-backed tape is called "reflective tape" or "reflective safety tape", costs \$4-\$8 a roll, and comes in red, silver, pink and other colours. The average bike needs 1-2 rolls. Cut it into small strips to wrap around the bike tubing. The tape is especially useful during warmer weather, when cyclists don't always wear their reflective jackets, but still need to be seen. So, next time you're in your local hardware store or car parts store, remember to ask for some.



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### The Murray Valley Trail

"The Murray Valley Trail" - will extend 1800 km from Canchoban in NSW to the river mouth at Goolwa in SA. The trail will exploit existing paths, tracks and roads with links built between these to complete the route. Currently the project is at an advanced stage of planning.

BikeSouth will manage the South Australian section. They need some information for cyclists that will appear on various forms of publicity including a web site. The first bit is regarding ride preparation with notes specifically on

water. They are seeking comment on a draft, developed from previous work regarding water availability for outback or remote area cycling. This draft's need for modification for this specific project is the ideal way to get both **BISA** and Bicycle SA involved. The final text will bear the names of both organisations. The draft is on the BISA website

([www.bisa.asn.au](http://www.bisa.asn.au)) - comments to TransportSA



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### Cycling for Pleasure Rides

#### 19th January 'Twilight Ride'

Fish and Chips near the beach, an early meet and back to Vic. Square before dark.  
Distance Approx 30kms

#### 2nd February 'Early Hills Ride'

Up the gentle hills while the temperature is cooler and down when it is warmer.  
Distance Approx 40kms  
Meet at Mylor Oval at 9.30pm  
Leader: Jilden Tel. 8339 2420

#### 16th February 'Brighton to Outer Harbour'

Take the bike path to Outer Harbour and catch the train back. (Or ride if you want to.)  
Distance Approx 40kms  
Meet Brighton Railway Stn. at 10.15am  
Leader: Eric Tel. 8377 0639

#### 2nd March 'Beach or Vineyard'

A ride along the beach or through vineyard country depending on the weather  
Distance Approx 40kms  
Meet Noarlunga Centre at 10.30am  
Leader: Alan Tel. 8296 5993

#### 16th March 'Hazelwood Park'

Eastern Suburbs ramble through leafy green streets.  
Distance Approx 40kms  
Meet Vic Square at 10.00am  
Leader: Richard Tel. 8260 1742

#### 30th March 'Hills Ride'

Riding the hills of Woodside and Lobethal. Some dirt roads. Bring Lunch (no where to buy)  
Distance Approx 40kms  
Meet Woodside at Council Chambers  
Leader: Phil Tel. 8390 3005

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### BISA Publicity at the Tour Down Under 2003

The Tour Down Under stage on **Friday January 24<sup>th</sup>** finishes at Goolwa. The town is trying to construct a full day of activity. BISA will have a promotion stall for public information and to encourage membership. Volunteers are

needed to help staff the stall during the day. If you are able to help with some time please ring Alan Marriage on 8296 5993 or if you are at the event, drop in for a half hour spell.



## Cyclist's Safety - What's 'Driver Comfort' Got To Do With It Rex?

Rex, our intrepid and crusading home-town journalist, focused his opinion some months ago on one dramatic, eye-catching, thrill-a-minute story - a cyclist hanging onto the Ute tray hurtling down Greenhill Road. My story, on the other hand is dull, boring, but just as dangerous and happening every day to many of us. It describes an endemic occurrence, far more life threatening and disturbing than that in which Rex referred to the motorist's 'discomfort' at being required to be attentive!

A white V8 powered utility (0 to 100 in 8 seconds, loaded) whizzing through a city centre, light-controlled intersection. The driver knew as long as he was on that first arrow at 66 km/h he would beat the orange Light, and he did - just. The driver assumed 66 km/h is OK because you can count on 5% speedo error plus the Police allow a margin of error on their cameras of 5%. The Ute's insecure load bounced on the tray top as the vehicle hit a large pothole. The pothole was created by a 25 ton truck and now exaggerated by the repeated impact of 1.7 ton vehicles. Off the back of the White Ute bounced a brick paver, it broke and scattered.

One piece indented the side of a \$60,000 plastic skirted Sports Car. A piece hits an unregistered motor vehicle - a disabled person's electric transport. The largest piece of the brick just sits at the side of the road along with the large volume of broken glass. The swath of glass shards and plastic came from car headlights/taillights colliding because their registered drivers were not capable of handling - at 66 km/h - the fact that they share the road with others. Drivers are not 'comfortable' sharing the road with unregistered pedestrians, wheelchairs, skateboards, and of course dodging cyclists. Some of the broken glass was green, some was brown and looked almost like a bottle! Surely no licensed/registered motorist would throw bottles to the edge of the road. They would not be so reckless as to endanger other users. There is no way a good registered vehicle occupant would create a reason for a cyclist or pedestrian to have to move into their share of the road - surely not!

On sped the White Ute into the setting sun with his vinyl fogged windscreen streaked with the curved lines of his wiper blades, that he will replace 40,000 km later. His sole operating headlight was pointing upward but it made him feel secure that, at least another motorist would see him. Through his fogged, smeared windscreen he didn't see the vibrant lime green reflectorised jacket or the strong flashing red light of the cyclist. She extended her right arm and tried to turn right just after the cycle lane ended abruptly at the edge of the 'controlled' intersection. The White Ute slammed on his brakes. He has ABS Brakes - his reactions are no faster, but the Vehicle Manufacturer convinced him his brakes are now

so much better. They might be, but it still doesn't mean he is excused from attentive driving with good following spaces. Behind the White Ute in her Green 2.5 ton 4X4, fully equipped with pedestrian maiming Bull Bars (but no ABS Brakes), also straining to see through a murky windscreen, was the Mother of 3 returning late from shopping to pick up her daughter. Luckily both Mother and Daughter have cell phones and she was able to advise of her late arrival. BUT her luck ran out as she finished the phone call, she realized too late that the White Ute was stopping abruptly. The Mother's reactions were good, given only one out of three stop lights on the Ute were working. The Green 4X4 slid with a heavy thud into the back of the Ute - what a pity the bald front tyres on the 4X4 were not replaced 10,000km ago when they were first noticed during the 4X4's fortnightly wash. But there were other money priorities....

This time the cyclist escaped injury - but not being accused of causing the accident. Rex Jory focused his journalist's opinion on demanding major revisions including registration of everyone who uses our roads because of one dramatic eye-catching episode. Perhaps a chip implanted sub-cutaneously in pedestrians, cyclists, etc may be his quest (although he protests it is not).

Rex's timing for this outburst was poor given the recent pathetic 4 year sentence imposed on a 'registered Motorist' for the callous murder of a cyclist by drunkenly dragging him many kilometres to his death. It is clearly understood by most of us why we need to be registered to retain custody of a lethal weapon. The Motor Vehicle is a Lethal Weapon - often without a safety catch (ie; bald tyres)! Your Shoes, Skateboard, and Bicycle are not Lethal Weapons!

But let us review Rex's utterances.

- 'Bicycle Lights help but not on a road where dozens of lights and reflections are dancing in front of the motorist'. Rex - **slow down**, clean your windscreen, you are responsible! Campaign for a reduction or ban of advertising hoardings, super bright lights, dazzling neon and flashing shop-here beacons.

- 'nose/tail accidents' - Rex, the law says you must be able to stop, stay alert, don't have phone calls, turn off the booming sound system, and please keep your vehicle road worthy and Slow down.

- 'Children on bikes are a particular concern' - Yes Rex, there are not enough of them cycling, they are left to get fat and unfit on drive-in diets and motorcars.

- Rex is right - no motorist should drive 'comfortable' when children are in the area. Drivers are adults and all adults have a duty of care to children at all times So Rex, here's a solution - **Slow down!**

cont'd on page 13

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### Adelaide Southern Veloway

The Veloway was built for the sole use of cyclists. It is illegal for walkers, joggers and horse riders etc to use the Veloway. Numerous signs clearly indicate this. Steve Reynolds regularly cycles on the Veloway. Steve is maintaining a Web site with information on the Veloway including Introduction,

Unlawful Use, Correspondence, Map, Cyclist's Diary and News. Please have a look at :- <http://www.veloway.org> and support Steve in his efforts. Illegal use poses a real safety issue for cyclists using the Veloway.



## Rose Park Primary School Pedal Prix 2002 (I)

Eighteen students from Rose Park Primary School participated in the 17<sup>th</sup> Australian International Pedal Prix in Murray Bridge on 21-22 September 2002. The team comprised 6 girls and 12 boys and, with two riders in Year 3, I believe that we boasted the youngest participants in the event. The RPPS Pedal Prix 2002 campaign was a whole-of-school activity with nine students from the R-7 Family Unit.

Before the event we made it clear that we could not act in *loco parentis*, and insisted that all parents either take responsibility for their children or make specific arrangements with other parents attending. With that said, we enjoyed an extraordinary level of parental involvement. One parent accompanied almost all riders and in many cases both parents were present. Throughout the event parents were actively and, without exception, constructively involved in caring for the children and assisting the operation of the team.

The children's (and parents') behaviour was exemplary. While given the opportunity to use the recreational facilities of Sturt Reserve and explore the extensive Pedal Prix course, all students remained focussed on their team's task in the event.

Although participation and enjoyment were our principal goals, we did set ourselves the objective of keeping the vehicle going throughout the 24-hour event. Except for a few breaks for minor repairs and adjustments, we achieved this objective with ease. Indeed, most riders were frustrated that they didn't get enough riding! We scheduled the riding to:

1. Ensure that all riders had an opportunity to ride at least one lap of the track before nightfall on Saturday;
2. Give our younger riders an opportunity to sleep between 10pm and 5-6am;
3. Ensure that the older riders had an opportunity for a reasonable block of sleep during late night and early morning hours – not all riders availed themselves of this opportunity;
4. Select strong, confident and sensible riders for the start and finish of the event (Matt Johns and Cirillo respectively);
5. Achieve gender neutrality (allowing for rider's eagerness and proportional representation);
6. Allow everybody to ride as much as they wished within the limits of equity and the event.

With a lap length of about 2.5km and lap times between 5-10 minutes we had expected our younger riders to be satisfied

with 1 or 2 laps per shift. By Sunday morning, and without exception, these riders all expected to ride at least 3 laps per shift. In the dead of night, Sanjay Builder set the record of 7 laps in a session – comparable to contributions sought by competitive secondary teams. A number of other riders were keen to meet or break that record but not able to otherwise we'd still be riding now!

We suffered no injuries or serious breakdowns. However on the last corner of the last lap another vehicle hit ours and caused it to roll spectacularly in front of a large and appreciative crowd. Sarah suffered no injuries and the car sustained only minor damage. Ivan has undertaken to make the necessary repairs.

Results are still provisional but, out of 50 teams in the primary school category, we finished a creditable 31<sup>st</sup>. It should be noted that most primary school teams restrict their membership to Years 6 & 7 for competitive reasons but we are very pleased that we allowed a couple of our intrepid year 3's to have a go. It should be noted that the vehicle we used was originally designed for secondary school students and was therefore heavier and larger than necessary.

We are grateful to Ivan Cirillo and Marryatville High School for lending one of their vehicles. With minor modifications all riders were able to safely (if not optimally and comfortably) ride it. We were also able to borrow Ivan's purpose-built pit shelter from Marryatville High School. Without these contributions we simply would not have been able to compete.

Our team received generous sponsorship, in cash or in kind, from the **Bicycle Institute of South Australia**, Norman Waterhouse Lawyers, Ecobusiness Pty Ltd, Lifecycle Bicycles and Dulwich Stuart Road Specialty Meats. This support was duly acknowledged on the vehicle (or elsewhere).

Even before the dust had settled or sleep deprivation was rectified; a number of parents and children were interested in doing it all again next year. We are unlikely to be able to borrow the equipment from Marryatville High School next year and so will need to look to acquiring or building a vehicle if we are to proceed. If interest remains we would like to be able to carry forward any residual balance into the next financial year.

Ian Roberts

*from Rose Park Primary School weekly newsletter Sept 2002.*



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### Cyclist's Safety - What's 'Driver Comfort' Got To Do With It Rex? - -cont'd from page 12

- 'Small Children and the frail elderly are allowed to ride bikes (and walk) without checks on their ability'. Rex, that's not fair, many Licensed Motorists over 45 have never had a skill test beyond a few basic questions, and they drive a lethal weapon. The suggestion of registration will whet the appetite of our voracious tax collecting politicians but will only serve to further entrench unhealthy life styles and

unsustainable transport modes.

Rex, on a very mundane note, please look before you next open a car door and do use pedestrian crossings or you may hinder motorist's 'comfort'. And when faced with what you refer to as 'discomfort' as a driver - please - **Slow Down!**

Eric Chaney



## Pedal Prix (II) What a Great Weekend at Murray Bridge September, 21-22

I am sure that you are all familiar with Pedal Prix as Rose Park participated for the very first time in the 24-hour endurance race.

The race started at 1.00pm on Saturday and went for 24 hours finishing on Sunday at 1.00pm. There were 171 vehicles in the race, which went around the 2.1km track. We would ride for as many laps as we could handle, the average being 3 laps (Sanjay went for 7 laps) and it worked out that we had a six-hour break between rides as there were 18 members in our team. They were Dean Shmith, Xavier Mannin-Bennett, Hudson Archer, Kaurna Cronin, Christopher Gun, Alexander Ramsay, Jonathan Roberts, Sanjay Builder, Esther de Leeuw, Sim Friedman-Bunday, Georgina Sheens, Angela Shmith, Thomas Hennessy, Justine Johns, Matt Johns, Joss Moore, Ngaire Cronn and Sarah Cirillo.

We were lucky as we were near the Start/Finish line and the police vans. We also were very close to the playground, food vans, soccer cage, skate ramp, bike track, jumping castle and the Laughing clowns (like at the show) so there was lots for us to do while we weren't riding.

The weather was great just a little chilly at nighttime. Everyone went to bed when they wanted to and some didn't at all. They were very tired by the end of the two days.

**You won't believe it:** I was the rider for the last lap and as I was coming round 'Hells Corner' when all of a sudden

another car going around the corner hit me in the side and made my vehicle roll over and I was upside down, lucky for the good seat belts I wasn't hurt. People rushed out to help me get onto the track so I could finish the final lap.

**Water!:** Once I was back at the start/finish line all team members are allowed to come and see their team mate in the car and they all threw water over me as that is a traditional for the last rider. Just as well I had spare clothes in the car as I was drenched.

We came 133<sup>rd</sup> in the overall race. Which I think is great for our first time and we had some of the youngest riders in our team. We did 192 laps.

You'll have to wait another year for the next race and I hope you decide you choose Pedal Prix as one of your sports for next year and to keep it going at Rose Park Primary School.

This is only a small part of our great weekend at Murray Bridge, I had a great time and I am sure all the others did too.

I would like to thank all the parents that helped make this weekend possible, Marryatville High School for lending us one of their vehicles and all the team members.

By Sarah Cirillo (student)

*from Rose Park Primary School weekly newsletter Sept 2002.*



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### A Frightening Experience

I am a BISA member visiting from Amsterdam where I currently live. I still remember vividly how scared I was when I first arrived here 6 years ago and was confronted with Adelaide's roads: the 6 or 7 lanes of the city streets, the high speed of the cars, the constant fear of what was coming behind me, the need to negotiate across all those lanes: I considered myself a bit of an urban warrior, but turning right off or on to North Terrace may have been the scariest thing I had ever done.

I stayed, and got used to the conditions. My usual commute into work ended up being down Main North Road from Collinswood, where I would ride assertively and claim the lane. But coming back after a few years in Europe, it is as if the old fears return. The speed of the cars is ridiculous: 60 km/h is no appropriate speed in an urban area—in Europe the general limit is 50, and more and more residential areas

have 30, which allows cyclists and pedestrians to mix with motorists without fear.

And after a while in Amsterdam (where one of the main problems to contend with is getting stuck in a traffic jam of cyclists) you get used to the idea that cyclists are an integral part of the traffic picture, and that you have your own space free of the motorist 'menace'. And in Amsterdam at least—as opposed to some other places in Europe—the cycle lanes and paths are proper facilities, not only narrow, obstructed, cracked and bumpy excuses to keep cyclists off the road. Being thrown on to a road where you quite obviously are an alien intruder, where the cars zoom past at high speeds giving you only the narrowest of berths—and this still applies to far too many of the roads in Adelaide—is, quite literally, a frightening experience.

Jonivar Skullerud



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### The Hills to the Sea

The **Hills to the Sea** is a multi-site journey across lands, cultures and experience, in celebration of Harmony Day, to be held on the 23<sup>rd</sup> of March 2003. Beginning in the hills of Mitcham, journeying to Warriparinga in Marion to finish in a cultural fair at Bindarra Reserve in Holdfast Bay. The celebration will focus on living in Harmony with the many peoples of our community and with the earth. Participants will be encouraged to take "sustainable transport"

between sites, with the journey from Mitcham to Marion being particularly focussed on cycling and walking.

For more information contact:-

Craig Cooper, Recreation Development Officer  
City Of Marion

(tel) 08 8375 6636 (mob) 0402 335 911

email: craig.cooper@marion.sa.gov.au



## Bicycle User Group (BUG) Contacts

Council Area/Organisation	Contact Person	Home	Work
Adelaide	Philip Thorpe	8224 0150	8112 5040
Adelaide Institute of TAFE	Yvonne Ladd		8207 8623
Burnside	David Wilson	8379 5682	
DSTO Edinburgh	Andrew Messner		8259 6316
Flinders Medical Centre	Mike Brisco		8204 4105
Gawler	Darren Mik	8524 3141	8418 9628
Glenelg/Brighton(Holdfast Bay)	Janet Kelly	8294 9374	
Norwood, Payneham and St Peters	Keneatha Pick	8364 6451	
Marion	Craig Cooper		8375 6636
Mitcham	Alison Collins		8372 8887
NRG-Flinders/TerraGas HQ	Gerry Velatis		8372 1904
Onkaparinga	Darran Hampstead		0403 312 447
Port Adelaide	Dave Hemmings	8242 4129	8449 6777
Prospect			
Stirling	Kath Cooper	8339 3049	
Tea Tree Gully	Clive Palfrey	8264 1545	
Telstra	Ian Turvey		8308 0144
Transport SA	Peter Larsson	8364 5212	8226 8214
University of Adelaide	Environment Officer		8303 5182
Unley	Ashley Campbell	8297 6249	
Waite Campus, Uni of Adelaide	Jelle Lahnstein	8362 8223	8303 7260
Westpac TMC	Rod Munro		8369 1642
Women's and Children's Hospital	Kevin Duffy		8161 6455

**Want something done/fixed/repaired on your local bike routes?  
For your voice to be heard, contact your local BUG!! If there isn't one, get one going!**

### BISA membership form

Bicycle Institute of SA Inc., GPO Box 792, Adelaide SA 5001

Membership includes Third Party insurance.

<input type="checkbox"/>				Yes, I want to join BISA. My membership will include third party personal and property insurance, free legal advice on cycling matters, subscription to Australian Cyclist magazine and Pedal Update newsletter.			
<input type="checkbox"/>				Membership renewal (please include any corrections to your address, etc.)			
(tick box)	1 year	2 years	Name				
Individual	\$35	\$68	Address				
Household	\$45	\$85	Post Code				
Organisation	\$50	\$95	Work Phone		Home Phone		
Concession	\$30	n/a	Email Address				
Send cheque of money order. Overseas prices on application			Signature				
What knowledge or skills do you have that could be of use to BISA? (e.g. engineering knowledge, event organisation, political skills, etc.)							
Where did you get this application form?							

Bicycle Institute of South Australia Inc



### Pedal Update

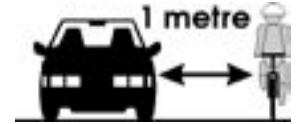
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