



Pedal Update

No 153, Mar-Apr 2003

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ANNUAL GENERAL MEETING

MARCH 12TH



Bisa Stand at Goolwa for the Tour Down Under (Ian Graham, John Mellor and Alan Marriage)

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Calendar

12th March

Annual General Meeting see Page 3

9th April

Business Meeting - All Welcome

7 pm on the 2nd Wednesday every month at the Conservation Centre 120 Wakefield Street (Opposite Fire Station, entry via rear entrance) Join us at Fasta Pasta in Pirie Street at 6:00pm before the meeting.

Pedal Update

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.



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

BISA on the Web: www.bisa.asn.au

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

Road Hazards?

Call Transport SA: 1800 018 313

BISA Committee

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President's Report



Dear fellow cyclists,

You may be wondering how the last Pedal Update ended up being so ridiculously small. I could just see all my fellow over-fifties hunting for those extra strong reading glasses, muttering to themselves something about a world constructed for the young. Well, in all the flurry and excitement of the publication process, the printer seems to have taken it upon himself to produce the tiny, almost illegible, thing. By the time it was discovered, it was all too late! Our humblest apologies! There may however be some positive outcomes from this because it is still possible to get a large version by going to the BISA website (<http://www.bisa.asn.au/>) and printing it off from there. If you do that, you will see what a marvellous job Dr Mike Brisco has done in revamping the site. It really is something useful and worthwhile now.

We were proud of the last Pedal Update with its explorations of vehicle speed. Someone said that it was more than just the usual five-minute throw away; it became a substantial read. I agree! The thing that most sticks in my mind is the comparison in Mike Brisco's article between the number of road deaths and the number of injuries. In response I rang a contact at Channel 10 and said: "Now that we have all noted the holiday road toll, it would be a good time to point out that there were probably far far more INJURIES!" Still no response from them. It's the kind of prejudice and innocent blindness that we are working against.

I can't end off without commenting about the new legislation in SA for a General Urban Speed Limit of 50 km/hr. Great stuff, but if it's good enough for the State Government to force Local Government to comply, why don't they do so themselves on TSA roads. After all, that's where the bulk of vehicle accidents happen.

On behalf of your Committee for 2003/04, may I wish you a safe and enjoyable bicycling year. Please help us by contributing wherever you are able. We have our plans for the future: to lobby for a safer and more convenient cycling environment in South Australia. Stick with us!

Remember an urban car journey, with all the stops and starts, is prolonged by only 14 seconds for a drop in speed from 60 to 50 km/hr. When some maniac passes me at speed or sits on my bumper I just say to myself: "**Fourteen Seconds!**"

WE CYCLE FOR THE ENVIRONMENT; FOR HEALTH; FOR PLEASURE

All the best,
Michael Kokkinn



Mike's Bike Tips Headstem

Do you know your headset? The headset consists of two bearings. The lower one is situated between the fork and head tube, and the top one is on top of the head tube. These work together to hold the fork and allow it to turn in relation to the frame. The cone for the lower bearing is press-fit on to the fork, and the other two cones are press-fit into the head tube. The top part of the head tube is threaded and the cone for the upper bearing is usually threaded and screwed down on the top bearing until it is firm. On top of this there is a washer

and lock nut. There may be a separate dust cover, or this may be part of the cone.

It doesn't hurt to check whether your headset is suitably firm as when either too loose or too tight, comfort and handability of your bike can be reduced and wear in the bearings can be speeded up and damage such as the infamous 'indexing' or notching in the cones of these bearings can result.

How to check your headset: grab hold of the frame with one
cont'd page 6

NOTICE: The BISA Annual General Meeting

WHEN: **Wednesday 12th of March**, 7pm - 9pm.

WHERE: Federal Box Factory, Regent St, Adelaide.

GUEST SPEAKER: Hon Jay Weatherill, Minister for Urban Development and Planning.

SPECIAL NEEDS DISPLAY: Bernie Jones Cycles will bring along a range of bikes to demonstrate some of the cycling possibilities for children and adults with special needs. If you also have something to contribute (photos, your own story etc) please contact Sam who is coordinating the display.

Please come along to show your support for BISA and for cycling in S.A.

Nominations for BISA Management Committee, 2003-2004.

Nominations are now open for election of the BISA Management Committee at the forthcoming March 12th AGM. Nominations should be made by - and are only open to - current members. Forms must be signed by both! Some nominations have already been received for the positions of President, Vice President, Secretary and Treasurer. Further nominations are invited for these positions and the several others on the Committee. Nominations can be accepted by the current Secretary in writing from the floor at the AGM - but it helps a lot if they come in earlier!

A nomination form is included in this edition of PU and should be returned to:-

The Secretary, GPO Box 792, Adelaide, S.A. 5001



BISA Web Site

The BISA web site is expanding!

We are developing a directory of marked or established bike tracks in South Australia, so that all cyclists can use the site to find good places to ride. This is mainly to help people new to cycling to find out more about where they can ride, and also to help families on holiday, who take the bikes with them on the trailer or in the van. South Australia has a lot of great bike trails, that deserve to be better known. BISA aims to help out by putting information about these great trails on the web, so everyone knows that they exist, and can find out a bit about what they are like. So far we've put together details on 30 tracks, including the Mawson Trail, the Encounter Bikeway, the Riesling Trail, the Riverton Trail Network; bike tracks at Ceduna, Penola, Mt Gambier, Moonta, Renmark, the Barossa, Mt Crawford Forest, Kuitpo Forest; and of course the Adelaide metropolis trails - the Veloway, the Willunga-Marino track, the Torrens Linear Park, the Westside Bikeway, the Sturt River Bikeway, and the Semaphore-Outer Harbour

coastal track; plus longer distance routes around Riverland, the Lower Murray, the Yorke Peninsula and the South-East.

At this stage, BISA needs a bit of help from its members. Do you know of any bike tracks we've missed - either off-road bike tracks, or marked recreational trails - of any length, from a km upwards? If so, we'd like to hear about them. Send a brief message to the web manager, and he'll get back to you. Second, we desperately need photos of trails for the site, so that people can see what the trails are like. We think having photos on the site will encourage people to use the trails. The Web Manager would love to take a month off work, to research the trails himself, but unfortunately he can't do that! If you have images, and are happy to give your permission to include them on the site, we would be most grateful. Digital images, colour prints, and colour slides are all fine.

Mike Brisco, Web Honcho.



BISA's Cycling FAQ

.We plan to make the BISA web site a valuable resource for members and others seeking clear and concise information supporting cycling development, policy and advocacy (amongst other more practical everyday cycling topics). One suggestion has been that we develop a set of FAQ (Frequently Asked Questions) pages dealing with key questions such as:

- why ride?
- is cycling safe?
- will cycling make me healthy?
- how much can I save by cycling?
- does cycling to work take longer?
- what bike should I buy?
- how do I take my bike on the train?
- how do I carry my work gear?
- how do I get from A to B? etc etc etc.

This question and answer format seems to be quite a good way for people to quickly locate information they might be looking for.

We hope you think this is a great idea. If you think it's at all dopey please give us a better proposal. We would very much appreciate any input. Once the pages are up and running, members will be able to continue to contribute to them. However to get them started we would like your ideas as to:-

- key questions we should pose (or maybe topic headings)
- answers based on your own experiences or reading
- sources of information, references and useful links.

Please send anything you think may be useful to me (Sam) at kabir@chariot.net.au or as a 'Letter to the Editor' if you're not on the net.

Sam Powrie.



Adelaide City Bike Plan Review

The City of Adelaide is currently undertaking a review of its Bicycle Plan. The aim is a new Plan that will lead ACC cycling development for the next five years. The review will also provide cycling input to the ACC's Integrated Movement Strategy. The Bicycle Plan review must be completed by the end of November. The ACC will conduct public consultations (to be announced) and has indicated that BISA will be asked for representation on it's reference group. BISA has indicated that its members would appreciate opportunity to contribute

directly, and in particular, has offered to coordinate member feedback on key issues, concepts or problems by distributing membership surveys and inviting website input etc. To kick things off the review's consultants have provided an insert in this edition of PU. BISA will try to keep members informed of further opportunities for input via PU and updates and links at the BISA web site. BISA's liaison with the ACC Review is being coordinated by Ian Graham <iang@senet.com.au>.

WANTED: CITY SPOTTERS - Adelaide City Council.



Mia Crowther, Snr Transport Planner has told BISA of a telephone number that is used by ACC staff to report maintenance problems within the City. She invites BISA members to also use the number to report problems such as glass on cycle paths, low overhanging tree branches, pot holes etc.

The reporting number is 8203 7203. All you have to say is that you have a "mobile spotters report" and the Customer

Centre will pass on the message to the appropriate section to rectify it.

For ACC staff there is apparently a 'Spotter of the Month' award given to the best "spot". The winner receives a very nice bottle of wine. Mia didn't say if BISA members might qualify but there seems no harm in trying.....! Maybe BISA should have a "Spotter of the Month' too.



BISA's Own Velo-Express

BISA relies on a network of around 40 indefatigable cycling deliverers to ensure that Australian Cyclist and P.U get to members in the Metro area. This saves us a great deal of money each issue. The BISA Committee (and we are sure, all

of the members) extend our thanks and appreciation to all of these dedicated individuals. We will be sending them a small token of our appreciation soon, probably with the next issue of PU.



Spin, Spin and more Spin

The world these days seems to be obsessed with words and putting the right 'spin' on them. Especially when someone wants to influence the public mind or protect the more sacred aspects of the status quo. When the S.A. Minister of Transport recently announced the new 50km/h urban speed limit we immediately saw a range of opinions fly around in the press with few facts and little reason on offer and some pretty clumsy attempts at influencing the popular imagination. In particular we saw the motoring lobby - Chris Thomson of the RAA (Advertiser, 13/2/03) - immediately wade in firing

off statements about motorist 'confusion' and 'anger'. These seem aimed squarely at provoking anxiety and distrust in the public mind and shifting responsibility for supposed negative impacts of the changes onto Local Government.

Chris was quoted as saying that 'reticence by at least five metropolitan councils to seek exemptions for major "collector" roads would anger and confuse motorists'. May I ask why Chris? You don't have confidence in motorist's ability to travel at 50km/h? He offered no explanation as to why councils should not embrace the default 50km/h limit
cont'd on page 10

THIS SPACE IS EMPTY BECAUSE YOU DIDN'T SEND THE EDITOR ANYTHING TO PUT IN IT!! CONTRIBUTIONS PLEASE!!

Speed Survey.

The BISA speed survey was very successful, with nearly 100 responses received so far. Thank you to all who replied, especially those who took time to write extra comments. Those comments made interesting reading, because they show what issues Adelaide cyclists consider important - besides providing some very graphic examples of why those issues matter. Besides showing that cyclists favour lower speed limits, the survey raised a few interesting points. First, most respondents said they owned and used motor vehicles as well as bicycles. So the survey results will include views of people who can understand the needs of both motor vehicles,

and bicycles. Second, many respondents said they used their bikes for commuting to and from work. There is a lot of interest about encouraging people to leave the car at home and ride to work by bike, and the survey will show what factors help people to do this. The survey's closing date for BISA members - 8th Feb - was too close to the PU publication date for the results to make this issue, though they will be on the BISA web site in the next few weeks.

M Brisco.



Quality? Bicycle Facilities in the Adelaide Hills

Put yourself in the toe clips of a casual cyclist or interstate tourist. You have studied the maps and have worked out that you can use the old Princes Highway to get yourself as far as



Stirling on the way to Adelaide. Then, you arrive at the beginning of a bicycle lane!

Unfortunately, it's only 30 metres long,

with cars backing across it, and beyond it, a busy bus stop, a roundabout straight onto the freeway, two unknown side roads, and not a sign to tell you where to go next. Luckily, a local passing by gives you directions on how to get to the start of the Crafers Bikeway. When you get there, which way is Adelaide?

Unfortunately, the sign doesn't mention the place. If you



are brave you proceed down to a point where the funding ran out, and get the privilege of crossing six lanes of freeway access. Now you can see Adelaide

5km ahead of you! Proceed down a narrowing Glen Osmond Road with B-doubles and frantic commuters breathing down your neck. When will a Government official be brave enough to put up some sensible signs? When someone gets killed? Perhaps something like "Cyclist access to Adelaide via Crafers Bikeway"? Wake up Bike South!!!
Jilden Reichardt. "

Note: BISA is planning a major effort to assist Bike South, Councils and Rec. and Sport to address the signage issue and get it right. More in the next PU - Ed.



An excerpt from a letter from a recent international visitor to the Adelaide Hills

"We arrived back in Adelaide on Thursday 19th September after doing the round trip, 1100 kms in all.

We had two spare days in Adelaide, on Friday we rode the back road through Bel Air then Sheoak Drive [what hills] to

Stirling and on to visit Hahndorf. The road was very bad, hilly and narrow, the cars gave us a bad time. Every time I checked out the main road entry points - no bicycles allowed. I don't know how you get on riding in this area but it changed my mind about bicycle friendly Adelaide."



South Australia's Transport Plan

Transport SA has announced the development of a sustainable and strategic transport plan. While BISA is not on the reference group, TSA and Bike South are encouraging all cyclists to check out the plan's goals and to contribute to its development. We understand that there will also be sessions run where key stakeholder groups can input into the development of the Draft Plan. BISA will seek to contribute to this and comments from members are most welcome (send them to Sam Powrie at kabir@chariot.net.au or ph. 82778566

wk). The plan is scheduled for completion by the end of March. A quick look at the web site (www.drup.sa.gov.au/transport_plan/challenges.htm) suggests an ambitious set of goals with a focus on sustainability and safety that most cyclists would find encouraging. Time is quite short!

You can contribute directly or contact the Transport Plan Project team via the website at:-
www.drup.sa.gov.au/transport_plan/contribution.htm



Local Council Elections in May Or Why Cyclists Should Nominate for Local Council

Are you community minded, concerned for the environment and promote sustainable transport? Then have you considered standing for local council with elections next May?

I hope your local council is better than mine. Transport SA contributed to the cost for my council to draw up a bike plan in 1994 but it has not been implemented. Our tax money and my rates wasted. In 1998 my local council cut the BikeDirect route of Edgeworth Street in two with a road closure, but did not include a bicycle bypass. Then in 2000 my local council declared part of this road 'no entry', and again made no provision for cyclists. I wrote to the local council and BikeSouth but no response. Belatedly a Liberal Minister for Transport stated she would ask the council to remedy

(what her department had approved), but still nothing. The Cycling Strategy for South Australia of 1996 is being ignored. Surprisingly the Prospect Development Plan mentions safe and convenient access for cyclists.

Whatever suburb you live in, if you understand the downsides of excessive use of motorised transport, please consider standing for local council. If nothing else, I can hope that your success contributes to my local council being conspicuously the odd one out.

Heather Wardle of Prospect

Note:- even if you don't nominate, determine the cycling policies of the candidates and vote accordingly!



WARNING Regular cycling may improve your fitness and health (from BFA -Oz)

Re: Homeward Bound: How Safe Are Your Lights? By Sam Powri

The above titled excellent article by Sam Powrie appeared in the Sept-Oct PU#150.

Without diminishing Sam's cause in trying to get better, more visible lights onto the bicycles of riders who commute at night I add the following comments. The need for reflective garments is paramount, we need to be seen from side-on as well as in line with our travel. I compliment Sam's recommendation for two rear red LED lights one in steady and the other in flashing mode.

The article raises the question; why don't we lobby to reduce the proliferation of lights used in advertising graffiti as it has greatly reduced a driver's ability at night to recognize other road users in the city and suburbs. We despise the aesthetic damage of unsolicited graffiti painted by the young and restless yet we accept, grant license and pay large sums of money for the dangerous, dazzling, super lit, visually repulsive, advertising hoardings and commercial premises, why?

Sam has failed to acknowledge the ability to see the road clearly at night as being a safety issue. A 3 to 6 watt headlight is manifestly inadequate for night riding (as different from commuting or cruising demurely on well lit streets at night). Any bicycle headlight under 10 watt either 6 volt or 12 volt is inadequate for a recreational night rider. Sam refers in a derogatory tone to "20 watt flood lights that last 40 mins",

they are not "flood lights" but focused beams with quality reflectors and most will give you 2 hours of good light. Wise purchasing or DIY will obtain 10 to 35 watt lights that last 2 to 4 hours on a single charge. The torches and dynamos recommended by Sam give variable "candle" power to be seen clearly with and maybe slowly negotiate a dark lane.

As a regular night rider, I have been unfortunate to witness injury accidents at night that would have been avoided if the cycle rider had the ability to see the road clearly. Two of those were riding with what Sam has described as safe lights, ie 3 to 6 watts and they had lots of peripheral light to be seen by. To see a branch or fist sized object on the road at speeds of above 30 kph you require a 10 watt plus headlight.

The solution is simple, have a bet both ways; always have good lights to be seen by as very competently described by Sam, but; if you are going to ride recreationally at night please be very sure you have a headlight with a minimum of 10 watts output through a focused beam for those regular downhill or downwind speed thrills and moonless nights when you are out of the range of street lights.

Eric Chaney

PS

I ride with an 18 LED red rear light (Available from Jaycar Electronics Pty Ltd, \$29) and a cateye 3 LED on steady, an economical, effective and efficient over-kill.



BFA-OZ Update: News and Notices from the BFA Internet List

1. Bicycling Australia Show, Australia's annual bicycle industry show for the trade and the public.

Where: Sydney

When: 5th - 7th September, 2003.

Public days on Saturday and Sunday.

The latest in cycling products etc.

Contact Rosemarie Speidel,

Tel./Fax 03 97553557,

www.cyclingpromotion.com

2. 'The Big Rollover' A fantastic web poster issued by the US

Geological Service. Detailing the coming event they've called 'The Big Rollover'. We'll all using our bikes a lot more! Should be with us in the next 10 years. Tell your friends. Be the first kid in your class to do a project on it! Also see Bruce Robinson's analysis of what it might mean for Australia.

The Big Rollover: www.oilcrisis.com/magoon

Bruce Robinson commentary: www.bml.csiro.au/bigrol.htm

3. "THE PARTY'S OVER: OIL, WAR, AND THE FATE OF INDUSTRIAL SOCIETIES" New book by Richard cont'd page 7

Mike's Bike Tips Headstem. (cont'd from page 2)

hand and the head stem or handlebars with the other. Try to wriggle the bike to find any 'slop'. With the front wheel on the ground, turn the handlebars from side-to side, to see how 'free-running' or stiff the headset is. If you detect sloppiness or cross-movement, or it is too easy to turn, your headset needs tightening. If it is stiff to turn, it may need loosening, so what do you do?

1. Take it to your friendly bicycle mechanic (e.g. those businesses offering discount to BISA members). Or
2. Rectify it yourself as follows. You can choose to use standard workshop tools (shifting spanners etc) and butcher up your headset, or invest in the correct size headset cone spanners, which are very narrow in profile. Most bicycles have a standard size headset (1 inch fork tubing), but

some mountain bikes have oversize (1 1/8 inch tubing). The size of the spanner for 'standard is 30 or 32 mm (sometimes they are on the same spanner), and oversize headsets may need a larger size, e.g. 34 mm. You need two spanners. Once you have the correct spanners, unlock the locknut, screw down the (top) threaded cone until the forks are quite stiff to turn. Now screw the locknut down to the cone. With one spanner on the cone and the other on the locknut, lock them together. Now check the forks and see how they turn - should be relatively easy with no slop. This may take one or two goes until you get this right. You'll eventually get the feel of it. I'll talk about servicing and lubricating your headset another time.



BFA-OZ Update: News and Notices from the BFA Internet List cond from page 6

Heinberg, Comments from Scott Meredith: "an excellently and thoroughly researched treatment of ...the oil depletion problem...a rolled-up summary of the points made...by well known international experts on oil depletion...a convenient and politically neutral "Pack-'O-Facts" that can be offered to friends, family, colleagues, policy makers, and anybody else in your life or world that you may feel needs a sober sit-down and some rational talking-to about the energy future of industrial civilization."

4. From Paul Magarey: Crickey.com.au has a piece on oil and the war up at the moment.

<http://www.crikey.com.au/business/2003/01/31/20030131oilandiraq.html>

5. Check out the report behind the new 50km/h general speed limits in SA:
'Evaluation of a 50km/h Default Urban Speed Limit for Australia'.

National Road Transport Commission, 2001.

<http://www.nrtc.gov.au/publications/report-69.asp?lo=public>

6. Also Michael Yeates thought provoking article in Australian Cyclist: '60, 50, 40km/h - Which is Safest?', Michael Yeates, Australian Cyclist, Feb/March 2001.

<http://www.bfa.asn.au/cyclist/201speed.htm>

7. BISA members - join the BFA List: The BFA-Oz mailing list is intended for Bicycle Federation of Australia (BFA) people, members of the various state bicycle advocacy groups [that's us - Ed.] and other interested persons to exchange information with regard to bicycle advocacy issues of national importance. You can subscribe to the list in digest form, send a blank email to bfa-oz-subscribe@topica.com

To subscribe to individual messages: mail to:-

BFA-Oz-request-messages@topica.com.

Sam Powrie.



People for Public Transport Seminar, November 2002.

Professor Jeff Kenworthy has spent 22 years in the transport and urban planning field and currently teaches courses at Murdoch University in the only policy and urban sustainability course on offer. He has been published widely in the area of city policy, compact housing and sustainable transport. He has worked for Local, State and Federal Governments within Australia and with the World Bank.

As keynote speaker at the recent PPT seminar in Adelaide, he had many interesting comments to make:-

1. He believes that there should be no dedicated road funds, only transport funds, in order to achieve a more balanced system which includes walking, cycling and public transport.
2. He said that Public Transport needs speed to compete with the private car and, within the Perth rail system, this is happening with suburban trains averaging 51km/h while cars average 45km/h.
3. Rail systems are to be extended to the south of Perth which will cost 19 million dollars per rail kilometre compared with 65 million dollars per kilometre should a road system be built.
4. He spoke of the need to update Adelaide's suburban rail system, as was done by electrifying trains in Perth and in Brisbane some years ago. Public Transport needs to be frequent, direct, fast and accessible.

5. Professor Kenworthy spoke of the excessive number of car parking places provided within our city, referred to in Danish architect Jan Gehl's recent report on the City of Adelaide, 'Public Spaces and Public Life'. However, Canberra takes the cake there with 800 cars parks provided for every 1000 jobs.

Kerry Bangle from Planning SA also spoke. She believes that Transport and Urban Planning should be combined. She also spoke about the dominance of the car here with cheap plentiful parking and the inability of drivers to perceive the true cost of car travel, including congestion and pollution. She spoke of the scheme for recouping 'congestion costs', which is to be addressed in London with a 5 pound [A\$15-; Ed.] fee to be charged on all vehicles entering the city. This will take effect in the first week of February, 2003. It has cost around 200 million pounds to set up this initiative but traffic congestion in London is now at a critical stage. With inadequate planning, some Australian cities are already so affected to the detriment of the population.

Kerry cycles to work and does not own a car.

For more information about People for Public Transport: www.ppt.asn.au.

Margaret Day"



Coorong Cycling

Normally when I find an odd bicycle prohibition while touring I assume that there is some profound reason that I, as a visitor am not privy to. However, I recently cycled the Coorong and was thoroughly impressed by the closure to the public of the Murray barrages, enough to question why this area has been abandoned by local cyclists.

Considering that the flat single lane road is located in a perfect cycling environment I would have expected it to be heavily used. I had a chance to ride about 90% of it (except

the easternmost section that is reported to be useable) and found it to be in excellent condition and unused except by a few water department vehicles. There are ~20 year old signs that imply there was formerly public access, however that is no longer the case, and all public access is now forbidden.

The route gives access to the amazing wetlands to the south of the Lake. I saw many unfamiliar birds; presumably more intrepid birdwatchers would be interested in seeing the area. I suspect that a one-day bike-bus loop or a two-day tour around

cont'd on page 8

Coorong Cycling cont'd from page 7

Lake Alexandrina would be a tourist draw for overseas visitors. Of course, recreational cyclists heading East along the coast could avoid about 100 km of rather uninteresting cycling north of the Lake.

I presume the same government in charge of water also has some program to promote public physical fitness. Perhaps only I see the irony that the public works employees have closed this public land to the public.

There certainly is an argument for removing motor vehicles as the road has very few safe pullouts when two vehicles meet. I assume this is the argument the Water Board used

when closing this area. Obviously this is not a factor when at least one of the vehicles is a bike. The liability argument ('you could fall off the road') is quite funny when compared to another common road hazard – the large number of river fords that are still used by the public throughout Australia today.

Perhaps there was a long fought political battle here or perhaps there was a 'No Trespassing' sign quietly posted, but either way the cyclists of South Australia are missing out on a lovely opportunity.

Bryan Swansburg



Willunga-Marino Rail Trail

The City of Marion has now begun work on constructing the section of WMRT adjacent to The Cove Road. This section of trail will connect between the Marino Rocks Railway Station and the Hallett Cove Station. Construction of this section will carry-over into next financial year and possibly even the next depending on available funding etc. The completed Path will have a sealed width of 3.0m and will be available for use by cyclists, walkers, joggers, skaters and the like. The path will also have several connecting ramps to facilitate links to The Cove Road and further to the Coastal Trail.

The alignment of the path will vary with some sections being adjacent to the road while other sections will be higher and nearer to the rail line and will afford magnificent views along the coast.

The City of Marion's section of the WMRT extends from the Marino Rocks Railway Station to the Southern Expressway. The remainder of the Trail is within the City of Onkaparinga who have also developed many sections of the Trail. The City of Marion recently completed the section from Lemon Rd Trott Park along the disused rail corridor, and connecting with the Southern Expressway paths. Following completion of The Cove Road section, Council will progressively upgrade and/or construct the remaining sections of the trail over the following years.

David Hayes
Senior Traffic Officer
CITY of MARION



Corrections to The Murray Valley Trail article in last Pedal Update:-

BikeSouth do not manage the South Australian section. Therefore, in its place it should read:

"The Murray Darling Association Incorporated will manage the South Australian section."

Also comments should **not** be directed to Transport SA. It should read: - "comments to Karen Harvey, Project Officer,

Murray Darling Association Inc. 8226 0582 karenharv@cha riot.net.au"

Thank you to Steve Sibonis, A/Marketing and Promotions Officer, BikeSouth for these corrections.

Please also note that it does not start at Canchoban but at **Khancoban!**



Adelaide's Bicycle Network maps available on the WWW

New:

Adelaide's Bicycle Network maps are now available on the WWW.

Transport SA's BikeDirect maps identify cycling friendly roads, designated bike lanes, and off-road cycling paths, from Willunga to Gawler. The network is colour coded to help you

find the route that best suits your need.

They're now available from the Transport SA web site, as .pdf files you can download and view on-screen - at

http://www.transport.sa.gov.au/personal_transport/bike_direct/maps.asp



Cycling for Pleasure Rides

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

13th April 'Kuitpo Forest Ride'

Distance Approx 40km

Meet at the reserve on the corner of Battunga & Mawson Rd. at Meadows

Leader: Alistair Tel. 8323 8012



BISA Letter to Minister of Transport, 19th February: Key Points

.Congratulations to the Minister on announcement of a 50km/h General Urban Speed Limit.

Two aspects of concern:-

- * the 'exempt road option', allowing for local roads nominated by Councils to remain at 60km/h
- * the apparently arbitrary exemption of all urban roads controlled by TSA.

No rationale is provided for either of these exemptions which can only undermine the intended impact of the new 50-GUSL. BISA recommends that these exemptions be reconsidered.

BISA understands that:-

- * the roads in question, generally known as 'arterial' and 'collector' roads, are where the great majority (around 80%) of urban road crashes and trauma in South Australia occur. These are the roads where the 50-GUSL is most needed!
- * average speeds on these 'main' roads are already very low, often well below 30km/h, making the retention of higher speed limits in the interests of 'decreased travel times' quite futile. Reducing maximum arterial road speeds from 60 to 50km/h adds around 9 - 25 seconds to the average urban trip!
- * the National Road Traffic Council's evaluation of a national 50km/h limit demonstrated that a comprehensive GUSL-50 would have no negative impact on travel times or productivity. BISA believes that all the retention of 60km/h on 'main' roads can achieve on these roads will be maintenance of the increased risk of casualty accidents that we know is associated with any speeds over 50km/h!

BISA encourages the Government's review of the remaining 60km/h roads with careful auditing of relative levels of safety and/or crash incidence over the next 12-24 months with a view to bringing them all under the 50km/h limit.

BISA feels that the new 50-GUSL is a positive first step towards safer urban roads for cyclists - but it remains only a first step! For example, a 30km/h speed regime is recognised as a fundamental requirement in ensuring adequate safety on roads where mixed use (cycle plus car) is required.

The international experience is that if a safe cycling environment and adequate cycling facilities are provided, people will use them! With current patterns of car use, each additional commuting cyclist represents about one less car on the road. South Australia really does need to think outside the (tin) box!

BISA intends to play a positive and active role in the development of a safe 'cycling culture' and cyclist-friendly transport environment by ensuring the active involvement of its membership. We have proposed to Bike South and Local Government (initially the Unley and Adelaide City Councils) that planners see BISA as a useful 'asset' that they might utilise to test key proposals and concepts with a 'forum' of every-day commuting cyclists and as an essential part of the bicycle planning process. BISA intends developing an active and positive partnership approach with Bike South and Local Government over the coming year, one that we're sure will be of practical use for all concerned.

Sam Powrie, on behalf of BISA President and Management Committee.



Dear Editor

BISA has asked for 40km/h on residential streets for the last 25 years while the GUSL was 60km/h. We should applaud the new GUSL of 50km/h - any reduction is welcome. We should now adopt a policy of 30km/h in residential streets, because to campaign for 40km/h now seems rather futile as there is not a meaningful difference between 40 and 50km/h. A 50km/h limit is common on main roads in European cities but large residential areas are being converted to 30km/h. A 30km/h environment does not need separation between traffic

modes. When road users become accustomed to this type of environment, traffic calming devices and the constant battle to make these cyclist friendly will become irrelevant.

Hans Penning.

(Hans attached a Dutch bicycle facility design guide and Swedish information on speed/accident/casualty correlations. We'll try to publish these in a future issue - Ed.)



BIKESOUTH FUTURE in your hands

Dear Editor and fellow members,

Bike South is the focus for the planning and development of transport cycling facilities in South Australia. Bike South is currently undergoing a functional review. It appears quite uncertain where it will end up, or even if there will be a Bike South in the future! Although many of us will have ambivalent feelings about the state of cycling facilities in SA we need to recall where cycling facilities have come from over the last few years and look forward to where they still need to go. While progress requires the organised efforts of cyclists themselves, we need a focus within Government

to work with and this is what Bike South provides. Bike South also supports Local Government as it grapples with the sometimes novel and unfamiliar needs of cyclists. I encourage all BISA members to write to Michael Wright, Minister of Transport **ASAP**, by letter or at his web site to let him know how valuable Bike South has been to cyclists in SA and how important it is that it be retained, preferably with enhanced capacity and funding. (his email address is: minister.wright@saugov.sa.gov.au) If our voice is not heard, Bike South may well be seen as no longer necessary!

Sam Powrie



Spin, Spin and more Spin cont'd from page 4

on offer or why 60km/h might be better! Nor indeed why Chris (and the Government) want us to have two speed limits only 10km/h apart! He went on to advance the utterly bizarre argument that if 'collector' roads - those under Council control - are become default 50km/h then there will be 'poor compliance [which would] throw into question the rest of the speed limit strategy', and 'if collector roads were caught up in the 50km/h umbrella, drivers would ultimately receive expiation notices quite un-necessarily and unfairly'. Exactly what is poor Chris trying to say here? More importantly, what is he trying to do?

First he is ignoring the clear fact that the 50km/h GUSL is not a 'new' speed limit. It is in fact simply the replacement default limit - it is simply replacing the previous default 60! The Minister himself has stated this. As he was quoted in the same article, if 'there are no street signs, the speed limit is 50km/h'. Chris seems to be blaming Local Councils for the fact that we have been saddled with an extra speed limit (60km/h) when in fact it is the State Government (probably under pressure from un-named lobbyists) who have elected to retain a special 60km/h limit just for all the TSA roads and some controlled by Councils. It is this decision which has imposed an additional speed limit on the people of South Australia and will probably undermine the efficacy of the new supposed 'default' limit! The article stated that the new 50-GUSL is the extra one - coming 'on top' of existing speed limits. This is clearly a distorted interpretation of the real situation. It is the now non-default 60km/h on the TSA and Council roads specified that is the extra one! It is this one for which the public have had to pay for 6000 new signs at who knows what cost! The 60km/h is hanging around as if it's reluctant to leave but can't say why. But that's another story (see BISA's letter to the MoT for the full situation).

Chris then infers that certain Councils have not acted appropriately - he suggests they display 'reticence' with regard to the generous 60km/h option on offer - all because they elect to make full use of the 50km/h limit instead. No acknowledgement at all that universal use of the 50km/h limit on collector and arterial roads is exactly what Australian NRTC research and the rest of the world recommends for maximum benefit for the community. No recognition that 80% of urban casualty crashes occur on urban arterials and collectors where the lower limits are most needed! No recognition that the Councils concerned (which include Unley, Mitcham, Charles Sturt, Onkaparinga and Adelaide) might in fact be very well informed about all this and simply be taking their responsibilities to their residents very seriously indeed!

He goes on with a convoluted (and dare I say it, rather desperate) prediction of 'unnecessary' and 'unfair' expiation notices. Where is the logic here - I just can't see it? A

speed limit is a speed limit. You either choose to comply or you don't. Wait - I think I understand what it's about at last! Maybe it wasn't logic or objectivity he was on about. Maybe it wasn't an understanding of the Government's motivations that he was interested in. Gosh - surely the RAA is not engaging in simple self interest. Is the poor old RAA - bastion of good ol' reasonable South Australian car culture - simply afraid that their members may think they aren't being represented properly? That they won't be able to proceed with the dignity and rapidity to which they have become accustomed? That they won't be able to continue unhindered with their lethal dominance of the road environment and the threat their excessive speed imposes on other more vulnerable road users? In plain terms, is Chris just afraid that he and his mates will cop the flak from those drivers who habitually resist any urge to drive with self (or other's) preservation in mind? Or perhaps he and the RAA can see something looming on the horizon and doesn't want to know about it. Some global entropy that may slow us down whether we like it or not! Maybe his Grandpa was right, 'the car? It's just a passing fad!'

All this 'spin' is of course rubbish and designed to polarise discussion and coerce Councils into doing the RAA's will. Spin isn't about objectivity or information. It's about influencing and limiting the normal intelligent exercise of the human mind. It's about bending the public will to individual ends. In this case it's probably about RAA bums-on-seats and retaining the 'good will' of membership. Lest this all get too personal (I am after all, an RAA Plus member myself) I'll leave any judgements as to the credibility of the RAA's approach to others. But how fortunate that cyclists get so much exercise and have such well oxygenated brains that can think clearly and not fall for this c***p. We have an opportunity to save, at very little outlay, up to 45% of the immediate costs of casualty crashes on our urban roads (that's 45% of around \$175,000,000 p.a). Probably hundreds of lives! We have the opportunity to also cut by the same amount the enormous ongoing burden of morbidity and lost productivity that accrues over the years that crash victims continue to live out their lives! This is the amount that the NRTC reckons is incalculable!

So Mr. RAA - cyclists, Councils and South Australians in general will take your complaints seriously when you can honestly explain why they shouldn't welcome the 50km/h limit and push for its application to all arterial and collector roads! This is exactly where both you and the Government know it is really needed! Until then, keep the spin under the bonnet where it belongs, mate. Or maybe get with the smart mob - buy a bike, learn what 'spin' really means and stop worrying about how fast you can't go!

Sam Powrie



Holdfast/Marion BUG Report

At a recent BUG meeting a series of drawings of the proposed Somerton Coast Park recreation path were presented to the group.. Although they were only Concept drawings, they gave a good idea of what could happen.

What was shown was a four meter wide shared recreation path from Broadway to Repton Road, a proposed one way traffic scheme and detailed concepts for several sections. More details later.



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
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!

Reminder: Subscriptions fall due in May. Subscribe early and help BISA work towards better cycling in SA

BISA membership form

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

Membership includes Third Party insurance.

	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.		
	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?			

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