



# Pedal Update

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### How does Adelaide compare to the Netherlands?

Rob Wartenhorst and Danielle Cantono, seen here with their “Stadsfietsen” or ‘town bikes’ in Amsterdam, tell us about driving lessons and cycling in Adelaide on page 7.

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BISA committee meetings: –2<sup>nd</sup> Wednesday of each month, 7-9 p.m., at the Conservation Centre, 120 Wakefield Street (opposite the Fire Station, entry via rear entrance). All members are welcome. Join us for a meal at Fasta Pasta, in Pirie Street at 6pm before the meeting. Next meetings: 9<sup>th</sup> July, 13 August, 10 September.



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Opinions in the articles are those of the authors. They do not necessarily reflect an official BISA viewpoint, and they may not have the approval of the BISA committee. The Editors endeavor to check that information published is accurate, but as this is not always possible, please contact the authors for confirmation if necessary. PU publishes articles on any and all topics on cycling in S Australia. We welcome all contributions, and we like to include a range of diverse opinions, viewpoints, and experiences, from all cyclists. PU will consider your article for publication on the assumption that it is accurate, and is submitted in good faith. Please remember to include your postal address, and a phone number or email. Articles may be edited or shortened for publication. We accept handwritten, typed, or electronic text, up to 2,000 words, by post or email. Photos are welcome, either as prints, or as electronic files. Contact: editor@bisa.asn.au. Next issue: September 2003, Kids Issue; closing date for submissions, Wed 13 August!

### Road Hazards?

**Adelaide CBD – call Adelaide City Council: 8203 7203**

**Elsewhere - Call Transport SA: 1800 018 313**

**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.**

## BISA committee & Officers, 2003-4

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## President's Letter



Dear Loyal Members,

I have gone along for at least five years without being knocked off my bike, but I am reporting that the drought has been broken (plus one of my ribs). I was riding along Porter Street when I came to a spot where cars were parked opposite one another on either side of the road. This left a rather narrow squeeze-point. Absent-mindedly I rode into the squeeze on the left-hand side of the road. Suddenly, a vehicle from behind was grazing past me at speed, pushing me further over to the left. And then, the driver of the parked car on the left opened his door. I hit the door, flew and landed squarely on my chest. I was winded and couldn't get my breath. Some bystanders gathered around watching me. One said: "I think he's dying!" An inevitable queue of impatient cars accumulated, etc. etc. Fortunately, apart from spectacular bruising, skinned hands and knees and a broken rib, I was not seriously injured.

I'm sure you all could relate similar stories, but my experience was a reminder. If you are riding your bicycle into a squeeze, then go in the middle of the road. Take the space! Remember the default thought in the mind of many motorists when they see a cyclist: **Gotta get by at all costs: I have the right of way!**

This leads me nicely to the sudden turmoil in our bicycle world. After producing its Draft Transport Plan for comment, with many warm and fuzzy statements about encouraging more cycling, the State Government has slashed its allocation of funds for cycling by more than a half! We have a Thinker in Residence who has expressly advocated encouragement of cycling and yet the Government, though enjoying the kudos of being apparently progressive, betrays cyclists in its very next breath. Does the word hypocrisy spring to mind?

On top of all of this, we have Bob Such introducing a Bill into State Parliament which will abolish all local 40km zones such as found in Unley and some areas of Prospect. Why is he doing this? Because of confusion! Poor motorists will get confused if the speed limits change from 60 to 50 to 40. Well then, what about Main North Road where speed limits go from 50 to 60 to 70 to 80 to 100 and then ultimately to 110? The difference between 40 and 50km per hour is life and death for cyclists, aged pedestrians, children, pets, but HEY, let's not confuse motorists! Shouldn't they be driving responsively according to road conditions and the safety of vulnerable road users? Or should they be able to travel at 60, willy-nilly, and remain unconfused?

So here we are, after some steady progress made under the wonderful Diana Laidlaw, back fighting for every inch of sensible cycling progress.

You can hear my anger, but no despondency. We have been here before and we are stronger for it. (Did you know that BISA turns 30 next year?). So, fear not, BISA is here for the long haul. We will keep at it, so that perhaps one day in a greener future, thousands of cyclist will be seen travelling around all areas of South Australia: Confident, Safe, Healthy and Happy. The alternative does no bear thinking about.

Claim your space!

All the best, Mike Kokkinn



## **Calling All Kids! Calling All Kids!**

The September issue of Pedal Update (that's the next one after this) will be just for kids and cycling. About kids on bikes. For kids on bikes. Written by kids on bikes. Well most of it anyway – (we've got to keep some stuff in there for parents to keep it legal!).

So here's what you'll find and what you'll need to do to see your name in print. We want lots of letters and short stories written by kids. We also want drawings done by kids, cartoons if you specialize in that, and photos of you or your friends caught in the act!

All about bikes and cycling of course. Only send stuff about your puppy (or Bilby) if it can ride a bike. We want to know stuff like: - why I like riding my bike - where I ride - my biggest ride and who I ride with - who's the fastest, you or the puppy (or Bilby)? - the best thing about riding my bike, and the scariest - why my bike is cool!

In fact to make things easy, we've put some of these in a questionnaire enclosed in this edition of PU. Please answer it and send it to me - either in a letter or in an e-mail. There are some questions there for your parents too. But if you are e-mailing, don't try to stuff photos or the puppy into the computer. Especially, don't try to put the puppy (or the Bilby) in the scanner! Won't work - I've tried it so I know! Bit noisy too and it spoils the scanner!

Oh yes - we're going to have a crossword or two as well and some prizes. If you're good at making up cross-word puzzles (about bikes and riding) send us one or two. Also any other word puzzles about cycling that you can dream up. We're going to have some great prizes for everyone who sends something in, and 1 or 2 special ones for those who go overboard (or off their bikes)!

You also need to tell us your name and address (and e-mail too if you have one). Don't forget this! Especially if you want your work back! We need you stuff by August 8<sup>th</sup>: See ya,

**Sam Powrie, Kids' Editor, email kabir@chariot.net.au**



## **Cycling Advocacy**

### ***Hon. Bob Such's Bill to abolish 40 km/h precincts like Unley***

As some may be aware, the Hon Bob Such, Independent Member for the State electorate of Fisher (Southern suburbs, near Reynella), recently introduced into State Parliament a bill, the **Road Traffic (Council Speed Zones) Amendment Bill**, to abolish 40 km/h zones. There are around 16 such "precincts" in the State, they are proposed by local authorities, and the areas need to conform to stringent Department of Transport standards. The Local Authority has to survey this; and if the areas meet the standards, the Minister of Transport can sign an order to designate the area as a 40 km/h precinct. Such's Bill seeks to remove any signs established to lower speed limits below the State imposed ones of 50 km/h, apart from a few special areas such as temporary road closures, road-works, and schools. BISA felt this was a retrograde move, and sent a media release (p. 4) to all members of State Parliament and to local government. This resulted in a number of radio interviews.

In the Speed Survey we ran last December, many HSA members strongly preferred riding in 40 km/h areas, and the survey results implied that the 50 km/h limit didn't meet this need. 40 km/h areas are safer and quieter, and provide a better environment for other road users, e.g pedestrians. As all such areas are bounded by main roads that are not affected by the limit, through traffic isn't usually impeded. However, the Such bill remains live, and we need as many members as possible to let their State politicians know their views. You can find details of the Bill on the State parliament web site; and if you want to read Such's case for abolishing these zones, a transcript of the speech is in Hansard.

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Cycling for The Environment for Health for Pleasure

**BISA Media Release. 22nd May, 2003.  
*Proposed Road Traffic (Council Speed Zones) Amendment Bill.  
Bob Such (Member for Fisher, S.A. House of Assembly).***

The Bicycle Institute of South Australia rejects the Road Traffic (Council Speed Zones) Amendment Bill, put to the State Parliament on 26th March by the Hon. Bob Such, Member for Fisher, which seeks to abolish Local Council 40km/h Speed Limit Zones.

Its passage by Parliament would be a disservice to the people of SA and a major retrograde step in the State's move towards safer roads and a sustainable transport system.

This bill is completely out of step with all current research and National and International trends in managing traffic safety on local roads in situations where motor vehicles, cyclists, and pedestrians come into close contact.

It perpetuates a '*motorists come first*' view of SA's transport future and, simply put, it will cost more lives and injuries with no gain at all to transport efficiency.

The 40km/h zones targeted are local street zones and have little or no impact on commuter traffic which appears to be Bob Such's main concern. Instead the bill will severely infringe on the responsibilities and democratic rights of Local Councils to set safe speed limits on their roads.

One notable function of the 40km/h zones has been to protect local residents from transient vehicles driven by commuters taking 'short cuts'. The bill will perpetuate excessive dangers on local roads and the motorized 'free for all' that local communities have shown they are no longer willing to tolerate.

The bill completely ignores the developing context of current speed limit use in SA as well as National recommendations to the Australian Transport Council for a future move across Australia towards lower overall limits. It also ignores the intentions of the State Government (in its draft Transport Plan) to move towards a more sustainable transport future relying substantially on encouraging non-motorised transport choices. An integral aspect of this plan must inevitably be the use of more uniform and lower speed limits that directly encourage cycling and walking - namely 40 and 50km/h. These limits are of course particularly important for children and the elderly in local areas as well as for the safety of cycling commuters seeking safe routes away from main roads.

Supporting the passage of this bill will expose the S.A. Parliament to National and International criticism and will compromise many key aspects of the Government's draft Sustainable Transport Plan. BISA appeals to all members of State Parliament to properly inform themselves about this bill and either seek that it be withdrawn or not support it at all.

Michael Kokkinn - President



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***Massive Cuts to State government for cycling for 2003-4***

BISA has it on good authority that the State Government is planning to slash bicycle funding in the 2003-4 financial year. The main organization within TransportSA that handles cyclists issues is BikeSouth, which had a budget of

\$2.6 million per year from its founding in 1994 until 2002; \$2.1 million from 2002-3; and from 2003-4 will be just \$1.09 million. The total funding for BikeSouth for 2003-4 is thus around 0.1% of the total TransportSA budget, while

cycling makes up around 1.2% of trips. No adequate reason for these cuts have been given. Our understanding is that overall the budget for TransportSA was cut by just 2%, which means that cycling has, as usual, been victimised to leave other areas of transport unaffected.

A large section of BikeSouth's budget (approximately 10%) goes back to TransportSA in internal charges; the rest funds things cyclists need: cycling infrastructure like bike lanes and road signs; jobs like planners and cycling co-ordinators; campaigns like "Share the Road"; BikeEd which provides cycling education for schoolchildren; the State Cycling Fund, which provides funding for local authorities for cycling projects (see below). BikeSouth is likely to lose half of its current 7 full time staff positions.

The cuts virtually close the State Cycling Fund, which was the major source of funding for work done by local councils, like putting in bike paths, etc.. For 2002-3 this Fund had around \$966,000; Adelaide City Council received \$133,000; Marion got \$96,000, etc and each Council added an equivalent amount. Thus the total amount available for infrastructure was close to \$ 2 million. This paid for pretty much all the physical work in the State. This work is difficult, as it usually involves trying to fit bike facilities into a road that was designed without taking bike needs into account. There is only a certain amount of space on the road, and often it is already fully committed to other modes of travel (this is why bike lanes often disappear at junctions - the road was designed to be wide enough to accommodate motor traffic: it may be wide enough to fit a bike lane in on the straight, but at junctions, the extra width is used by the right turn lane, and the bike lane has to go).

We understand the Minister for Local Government (who is also the Minister for Transport, Michael Wright) has recently written stating that for 2003-4, the State Bicycle Fund will be cut by 80%, and just \$200,000 will be available for the whole State. In fact there is less than this, as that amount also pays for things that councils initiate, such as Bicycle Education; Bicycle Plan Co-ordinators (most of whom will now lose their jobs), and some promotions. Thus from this year on, we can look forward to hardly any new road works. In other words, if you hoped to get a bike path put in near you, some signs to indicate local bike routes, or a bike lane painted on the road - forget it.

If it is important to you that cycling be adequately funded in the State, you need to say so. A number of people have mentioned that one of the reasons the State Government cut cycling funds, was because cyclists are seen as a soft option who do not complain loudly. We need to show them this is not acceptable. Drop a short line to your local State member, or to the Minister for Transport, and tell them your opinion of their proposed funding for cycling. Cycling is becoming a major form of transport, and if you cycle, perhaps you need to remind the politicians how important cycling is. The BISA committee will be doing its bit, and we also need individual members to write, phone in, etc. Feel free to quote some of the statistics given in this issue of Pedal Update to back up your views.

**Mike Brisco, Web Manager:**  
**bris0014@flinders.edu.au**




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### ***Vital statistics on bicycle journeys in Adelaide***

- 1.2% - proportion of journeys made by bike
- 15.3 million – number of bike journeys per year

Comparison with other forms of transport

Mode	Journeys per year
Bicycle	15.3 million
Train	8.1 million
Tram	1.6 million
O-Bahn	4.3 million
Bus	31.9 million
Taxi	About 7.0 million

- South Australians who can't legally drive a car but still need transport:  
 218,000 Schoolchildren under 16  
 148,000 Adults don't have a driving permit  
 ...Overall, that's 24% of the population.

All the information comes from readily available TransportSA publications

**Bike journeys:** "South Australia's Draft Transport Plan, Towards a Sustainable Future" released April 2003, page 44: numbers of journeys, and % by various modes of travel. The actual number of bike journeys is not stated, but can easily be calculated from the percentages given, and the total numbers of journeys for weekdays and week-ends.  
[http://www.dtup.sa.gov.au/transport\\_plan/trans\\_plan.htm](http://www.dtup.sa.gov.au/transport_plan/trans_plan.htm)

**Journeys by bus, tram, train etc** AdelaideMetro information leaflet "All about public transport in Adelaide", leaflet PTB295B; data for 2000-2001, available on-line at [http://www.adelaidemetro.com.au/guides/pdfs/pocket\\_guide.pdf](http://www.adelaidemetro.com.au/guides/pdfs/pocket_guide.pdf). Figures confirmed by phone from Adelaide Metro

**South Australians who can't legally drive:** 'Road crashes in South Australia 2001': Transport Information Management Section, TransportSA, 2003, print copy available from TransportSA: table 35 p. 138 – licence and permit holders; table 36 p.139– population. Adults - 16 or over. Figures for June 2001.

**Mike Brisco, Web Manager:**  
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## ***How does the Rann Government perform on bicycle funding?***

State	Budget for cycling	Population	Annual spending on cycling, per person
NSW	\$250 million, 1996-2006	6.6 million	\$3.79
WA	\$83 million, 1997-present	1.9 million	\$7.28
SA	\$1.09 million, 2003-4	1.5 million	73 cents

Figures: Local Government Association. NSW and WA may actually spend more than this, as some bike projects are included in other major funding, e.g freeways.



**Mike Brisco, Web Manager: [bris0014@flinders.edu.au](mailto:bris0014@flinders.edu.au)**

### ***Ms Diana Laidlaw – Life Membership of BISA***

Ms Diana Laidlaw is acknowledged by BISA for her long service to South Australian political life, and to cycling. Her support for sustainable transport while Minister for Transport is well recognized. Ms Laidlaw became a financial member of BISA when she was Shadow Minister and has been a long term paid up member ever since. Ms Laidlaw gave the most significant support ever for cyclists in South Australia.

Some of the cycling innovations she introduced and supported include the establishment of BikeSouth, an agency of Transport SA. On the advice of BISA, she made it possible for the Manager of BikeSouth to attend the ProBike Conference in USA in 1994, the first time any Australian government official had attended such a meeting. She also enabled him to attend the international Velo Mondial 2000 Conference in The Netherlands and helped finance the Lord Mayor of Adelaide's attendance. Again, this was the first time any Lord Mayor from any Australian city had attended an international meeting of this type.

As Minister, she was keynote speaker at Velo Australis Conference in Perth in 1996, the first Minister for Transport in the country to do so. She supported the bid for SA to host VelOZity, the first cycling conference to be held in Adelaide in 1999, attended by many international speakers and guests. With her support for BISA's proposal, Ms Laidlaw helped to introduce Police Bicycle Patrols by providing funds for some of the bicycles. She gave her imprimatur to the City of Unley's introduction of the 40km/h limit in residential streets. This safety feature subsequently spread to other Local Government areas. She maintained the 25km/h speed limit for vehicles passing schools in SA when most other states allow a much higher speed of 40km/h where vulnerable children congregate. She reduced speeds in some

Adelaide Hills roads making it safer for motorists as well as cyclists. She supported the hugely popular Tour Down Under since its inception as an international road race in our state.

Ms Laidlaw established the SA Cycling Strategy aiming to increase the number of people using bicycles for transport, health and the environment. She set a fine example by riding her bicycle to work several days a week.

Bicycle lanes have been marked on many city streets. The 'Share the Road' campaign was introduced to alert all road users to their rights and responsibilities. An increased number of shared bicycle and pedestrian tracks were established, including the Riesling Trail (Clare Valley), the Adelaide coastal foreshore route, the Veloway (Southern Suburbs), the Encounter Bikeway (Victor Harbor to Goolwa), the Crafers Bikeway (City to Crafers/Mount Lofty), the Rail Trail linking Noarlunga to McLaren Vale and Willunga. She introduced free passage of bicycles on trains in off-peak times.

This is by no means a total list of her work but she needs to be given credit for her enormous contribution to better and safer cycling in South Australia. BISA wishes Ms Laidlaw well in her new life which might include more time for cycling in wonderful places. It was agreed unanimously that Ms Laidlaw should be offered Life Membership in recognition of her good works. This will be conferred at a special dinner to be held on Friday 30 January 2004, to which members are invited. The dinner will also celebrate the 30th anniversary of BISA. More details will be published in a later newsletter.

**Margaret Day, Committee Member**  
**[mday@picknowl.com.au](mailto:mday@picknowl.com.au)**



## ***Our Adelaide Driving and Biking Experience***

In February of this year, we emigrated from the Netherlands, bringing our bikes and drivers licenses along us. After living in the Adelaide area for four months, we wanted to share some of our 'on the road' experiences with you.

### ***Learning to Drive the South Australian Way***

After moving here as a migrant, your home country's drivers license is valid for up to three months. During these three months, you have to pass both a written theory test and a practical driving test at the same time you are trying to settle in. Needless to say, this can be quite stressful. If you don't pass both of these tests within the given time frame, then you are required to be on L and P plates just like every person who has just learned to drive.

Australia used to be one of the countries, along with New Zealand, where Dutch people would go to get their license if they knew they would not be able to pass their exam in Holland. Because of this, we thought both the written and the practical tests would be a piece of cake. However, we found out very quickly that things had changed. After taking one look at the 100 page plus driving regulations book, we realized we would have to study the rules (which are a bit simpler than in Holland but in general very similar) instead of reading them once. Otherwise, we knew we might not pass in one try which would then cost us extra money (which if you are familiar with Dutch people, money is something we don't like to waste!) In any case, as avid cyclists, it did make us feel good to know that the driving rules in Australia had become more strict... hopefully, making the roads a bit more safe than they were in the time of foreigners coming here to get licenses they couldn't get in their own country.

After passing our written exam in one try much to our delight, we randomly choose a driving instructor. Rob, being the logical one in our family, figured that the 'Norwood Driver's Training' school would be convenient since we lived quite close by. Funnily enough, it turned out that our driving instructor wasn't really from Norwood either and happened to live a few streets away from us in Marryatville. Rob's method ending up working extremely well, as our driving instructor was very good, teaching us a lot of techniques to make us safer and more defensive drivers, instead of only just helping us to pass the practical test within the month we now had left to get our license.

Although we felt our instructor to be extremely knowledgeable, we were concerned that there was a large void in our lesson plan when compared to that which we had learned in Holland. As you may guess, the void dealt with how drivers of motor vehicles should behave when cyclists are present on the road. (Incidentally, we felt that the lesson plan dealing with pedestrians was adequate). Other than keeping a distance of 1.5 meters between your car and the cyclist, nothing else was mentioned. When Rob questioned our instructor about why he hadn't told us to look over our

shoulder and check for a bike going straight ahead before turning left, our instructor replied that it was good that we checked our blind spot, but that it was not necessary to check for cyclists because there were hardly any.

Unfortunately, we had to agree with him, at least when driving in the suburbs. During the two driving lessons that Rob had and the six that Danielle had, only Rob had to deal with a cyclist once.

Another difficult thing for drivers attempting to share the road with cyclists is that when a driver wants to turn right out of a side street onto a main street, the view of cars coming along the main road from the left is usually obstructed due to all the cars parked in the left lane. Instinctively, we tried to position our car in such a way as to not obstruct any bikes which may have been coming from our right hand side. However, in the interest of our own safety, our instructor told us to put our car's nose out into the main road, as far into the left lane as the parked cars were so that we could see past them, in order to be sure we would know when it was safe to go. Although doing this enables drivers in cars to be safe, cyclists coming from the right have to either stop or swerve suddenly to avoid the nose of the turning car.

One thing we did learn ended up being helpful for cyclists. Our instructor taught all his students to always avoid driving in the left lane of a two laned road. His reasoning was that there are usually a few cars parked along the left hand side of the road which will cause a driver driving in that lane to get stuck behind them. After hearing this, Rob quickly deduced the advantage for a cyclist...if no cars ever come in the left lane, then it becomes a very wide bike lane! Needless to say, our instructor didn't view it the same way.

In summary, we both have mixed feelings about how people are taught to drive here in South Australia. Although we were very impressed with what we learned in terms of how to drive with other motorists and pedestrians on the road, we felt that there was inadequate instruction on how to drive safely with cyclists. We suppose that this car-centric attitude is one of the reasons why more cyclists are not out there on a daily basis using the same commuter routes as their fellow automobilists. Obviously, they know from their own driver's training that there are no safety instructions given for how to deal with two-wheeled vehicles! So it all becomes a vicious circle. Because cyclists don't feel safe, they don't use the road, and because they don't use the road, Transport SA does not feel it is necessary to change what is required of drivers to pass their practical exam.

### ***Biking in the Adelaide Metro Area***

Both of us were pleasantly surprised to see so many bike lanes, especially compared to the east coast of America where Danielle originates from. Also, we noticed that there

are a good amount of people biking to work, although it appeared to us that the men and women doing this looked more like hard core athletes with their fast road bikes and colourful sporting attire, than an average person with an inexpensive bike and wearing regular clothes. This is in stark contrast to Holland where almost everyone, athlete or not, has a cheap 'stadfiets' that they use to ride to work, train station or shopping centre. (In Holland, you anticipate your bike will someday be stolen even with a lock). Also in Holland, because people are encouraged financially to live close to their work, more and more people are moving closer to within biking distance of their employer. In our case, because we worked for the same company, we choose to live 1.6 kilometres away. This allowed us to bike to work with our everyday work clothes on.

Now to the disappointment...

Not all streets in the Adelaide metro area have bike paths, and in some cases, you can be cycling along on a bike path and suddenly find out it disappears with no warning, often with a car right behind you! In other cases, bike paths appear or disappear depending upon the time of day. For example, after the clearway hours, bike lanes become parking lots. This basically means that as a cyclist you are being pushed in the next lane, because you don't want to run the risk of: (a) an opening door from one of those parked cars slamming into you or (b) one of those parked cars not looking out for a cyclist when leaving their parking bay and slamming into you while trying to join up with the main road. The problem for cyclists doing this, however, is that when you attempt to move into the right lane, the cars behind you start to honk. (Rob always pretends that they are impressed with his recumbent and want to tell him this. Danielle, on the other hand, becomes nervous, wondering what an impatient driver might do next.) According to the driving rules book, motor vehicles should only honk when there is danger, so we figure this is one more sign that there is more work to do in educating people about cyclists. That or educate the police to give these people a ticket!

Getting from A to B by bike has been made easier with the free maps from *BikeDirect*. But unlike Holland, there are no road signs telling you where to go or how many kilometres distance it is from your present location. If you look carefully, you may see small signs indicating that this is a *BikeDirect* marked road. However, the manner in which the current Adelaide system is set up, makes it impossible for a person unfamiliar with the area to bike from Kensington to Brighton, for example, without taking out their map about at least 20 times. Also, the system presupposes that everyone has a *BikeDirect* map – which in some cases, especially for tourists, is not true.

Our favourite example with regard to this is the bike path along the river Torrens. In an area especially made for biking and walking, there are absolutely no signs directing people where to go. When we first came here, we were very happy to hear that there was this wonderful bike path along the river, completely separated from the main road.

However, when we finally decided to try it, we had a heck of a time finding a way to get on it. Only after we asked two separate people in an adjoining park, could we figure it out. Then we had the problem of getting off it at the place we got on. Again, we got lost and ended up leaving a completely separate way.

The other problem we found regarding the path along the Torrens was the confusion regarding the rules of its use. To what extent should cyclists give pedestrians the right of way? When we were riding there on a sunny Saturday, we came across a couple of groups of anti-social people. Some groups walked next to each other taking up the whole width of the path. Others fished in a circle with their equipment completely clogging up the path, not caring in the least about any other user of the path. Even when we rang our bells, these groups made no effort to get out of the way, as if they could do anything they wished because they were pedestrians and we were cyclists.

Another time Rob rode there on his own, his plan being to get on Gorge road after finishing the Torrens path in the hills. Logically, he chose to ride on the left hand side of the river. Yet, this appeared to be the wrong choice when suddenly, the smooth asphalt path ended in gravel. 5 meters later, trees and bushes growing signalled the real end instead of a sign with further instructions. Luckily, there were a few cyclists ahead of him who knew what to do. After picking up their bikes, they crossed the river and found the way to Gorge Road. If Rob had not seen this, he would have wondered what to do next. Therefore, he would definitely recommend either a bridge or a sign at a turnoff a lot earlier on.

Although the Torrens path is a pretty ride, we doubt if we will end up using it as much as we had hoped due to irritation caused by the lack of signs and lack of clarity regarding pedestrian and cyclist responsibilities.

### ***Our Impressions of the Interactions Between Cyclists and Cars in the Adelaide Metro Area***

When compared to the drivers on the eastern coast of the US, it appears that most Australian drivers are more receptive to sharing the road with cyclists. Instead of honking, because you are on the road at all which is done in America, most drivers here generally attempt to allow you enough space to ride in, as long as that space exists. However, when space becomes tight such as when lanes merge or when larger vehicles occupy the road (specifically SUVs [sports utility vehicles, ie 4 wheel drives like Land-cruisers or Pajeros – Ed.] and big trucks), a 'I'm bigger and stronger than you' attitude takes over, and cyclists may be squeezed off the road for their own safety. For this reason, we now cycle in the middle of the left hand lane if we find ourselves on a road with two lanes of traffic without a bike lane. That way, vehicles are forced to move over to the right hand lane, instead of passing us with a 30 centimetre gap (which can be very frightening if it's a big truck passing you).

The silly thing about this all, however, is that in most cases, there appears to be enough room in the left hand lane for a bike path. There just hasn't been one dedicated for that purpose. Our favourite example of this is Portrush Road. Why are we paying millions of dollars to improve this, yet no effort is being made to put in a bike lane? The answer is beyond us, especially because it appears that all TransportSA would have to do is paint some additional white lines on the side of the road.

**Recommendations:**

Just last week, Danielle got stopped by the police for not wearing a bike helmet while cycling. It was an unintentional mistake, perhaps out of habit since it is not required to wear a bike helmet in Holland.

The whole incident got Danielle thinking. Obviously, the Adelaide community values the safety of cyclists or otherwise, such a law would not have been passed. However, why does that same community not follow through with more improvements which would make it even safer to be a cyclist such as creating separate bike lanes or reducing speed limits in residential areas to 40 km/hr?

When Danish Professor Jan Gehl stayed in Adelaide in 2002, he recommended that bike paths be separated from the main road by a curb on the same level as a footpath in order to protect cyclists from being hit by the doors of parked cars or cars leaving the parking bays. To us, this would be the number one thing Adelaidians could do to encourage safe cycling within the metro area. If this new style of bike paths became the norm, then maybe bike helmets would no longer need to be required as is the case in Holland, because then the worst thing that could happen to a cyclist would be that they might fall off their bike while riding, which is definitely on a different scale than being run over by a large tractor trailer while trying to merge lanes, in which case a bike helmet wouldn't do much good anyway.

In any case, this is not to say that we don't advocate wearing bike helmets. In attempting to make cycling safer, we think every little bit helps. However, we would like to recommend that safety of cyclists not stop with mandatory wearing of bike helmets, but expand to the following measures:

- Add a section in the driver's training to teach them to share the road safely with cyclists. Make this knowledge mandatory before a person can pass his or her written and practical driving exams.
- Teach cyclists how to share the road safely with motor vehicles. If it's not already being done, it could be taught in schools for children and in the community for adults.
- Reduce the speed limits to 40 km/hr in residential streets (in the Netherlands, more and more residential streets are made into 30 km/hr zones).
- Forbid on-street parking (our driving instructor is in favour if this too) and turn the left lane into a bike lane on the same level as the footpath, separate from the motorway by a curb. In our opinion, this will probably do much more for cyclist safety than lowering the speed limit.
- Put signs up for bike destinations so cyclists know where to go without pulling out a map at every corner.

**Rob Wartenhorst & Danielle Cantono**



Danielle riding to work in Holland. The Bike path is completely separated from the road, which is 500 meters away. Note the signs at Danielle's right, giving direction and distance.



**TransportSA Draft Transport Plan: BISA's response**

The Government of South Australia recently signaled a decision to review State transport policy, and in April released, for public comment, a draft document "South Australia's Draft Transport Plan: Towards a Sustainable Future", available on the Web and from TransportSA.

The document canvasses a number of broad issues which will set the direction of State transport policy in the future, including the facts that current infrastructure is largely in

need of urgent repair, meaning that large scale new projects are unlikely, and therefore the issues are making better use of the resources we have. Key issues include making the transport system environmentally sustainable; making the best use of resources we currently have, for both private and public transport; making transport safe. Key themes affecting all of these are insuring social inclusion (ie the system serves everyone); acknowledging the role of

transport in economic development; and minimising damage to the environment. The Report makes few specific suggestions for the future – the overall impression this gives is that the Report is looking for community input, and thus there is probably a once-in-15-year opportunity for cyclists to ask for what they want.

Although cycling and walking get mentioned, the Government's recent decision to halve the cycling budget, to around \$1 million for 2003-4, makes it hard to know what to make of this.

## ***Changing Personal Transport Choices: Turning Cars Into Bicycles.***

Most cyclists know the arguments why cycling is a good thing, (for cyclists; cheap, health benefits, enjoyable; for the community; minimal wear and tear, no pollution, no noise, safer to other road users, anyone of any age has access to independent transport), and in Adelaide we now have around 1.2% of all journeys being made by bike. However we live in a culture where the choice to travel by car gets a lot of subtle encouragement and support, while the choice to travel by bike is not supported to that extent, and is even discouraged. Thus it is hardly surprising that people use cars all the time, even for short journeys that are quite possible (and probably nicer) by bike. Sam Powrie's response to the Draft Transport Plan identifies the subtle factors favouring car use over bike use. He makes some concrete suggestions about what the State Government will have to do, if it wants the balance to change.

**1. Real Encouragement!** The State Government's support for and encouragement of cycling as a viable, important and legitimate means of every-day transport should be up-front, extend across all relevant areas of Government responsibility and obvious to all. Government Ministers and Departments should be held accountable for direct support for a State Cycling Plan.

1.1 Information: Information supporting rational and alternative transport choices and the State Government's Transport Policies should be readily available to the public at all stages of life and to children and adults across a wide range of circumstances.

1.2 Education: Transport Education programs should be developed as an essential component of a long term Transport Plan for S.A. to assist the public to understand their responsibilities on the road and make informed transport choices.

1.3 Public Perceptions: BISA recommends supporting positive public perceptions of cycling and developing broad confidence and support for Government Cycling Policy as essential long term strategic goals for this Transport Plan.

**2. Financial incentives:** Three opportunities are obvious - individual taxation benefits, employer subsidies and subsidised end-of-trip facilities and public transport.

2.1. Tax Benefits: Taxation benefits should be used to directly encourage people to cycle via "sustainable transport rebates". The South Australian Government should take up

Notwithstanding, BISA is preparing a draft response to the Discussion Document, in several key areas, including road safety, environmental sustainability, bike parking, education needs, driver training, integrating cycling with public transport, and so on. Two of the responses are here.

At this stage BISA needs input from its members on this. If cycling is important to you, you must say so, and tell us you approve of what we're doing or if not, what you want us to do instead. The above budget cuts are a warning of what happens when cyclists become too quiet.

and promote the issue of "sustainable transport rebates" with the Taxation Office and Federal Government.

2.2. Employee Benefits: The State Government should require employers to offer alternative transport options in employment packages and should encourage and support employers to do so.

2.3. Integrated Transport Use: Cyclists should receive discounts for use of public - particularly integrated - transport.

**3. Policy Support:** The State Government should develop, publicize and enforce a clear and long term State Cycling Policy.

3.1 Cyclist-Friendly Roads: BISA recommends, as an essential component of a long term Transport Plan, the definition and development of all main roads as "arterial cycling routes" that serve the needs of cyclists effectively and are highly visible to potential-cyclists.

3.2 Cycle-Friendly Town Planning: South Australia's urban planning regulations should be thoroughly reviewed to ensure that they promote and demand cycle-friendly design.

3.3. Sustainable Transport Packages: BISA recommends that employers be required to offer employment packages based on sustainable transport options, including support for cycling.

3.4. Cycle-Friendly Main Road Design: BISA recommends that Transport SA establish "arterial cycling networks" on or immediately adjacent to all main roads and support their development as a major strategic priority.

3.5. Cycle-Friendly Shopping and Business: Transport SA should design and recommend to the Government a design package supporting Local Government's control of traffic and encouragement of cycling in local urban areas.

3.6. Cycle-Friendly Parking: Provision of cycle-friendly public parking spaces and workplace and end-of-trip secure bike storage should be a fundamental aspect of all urban planning approvals. Kerb-side car parking should be restricted specifically to facilitate unobstructed arterial bicycle lanes.

3.7. Key Project Initiatives: A series of strategically designed and located high-profile cycle facility initiatives should be planned and built by Transport SA to encourage cycling across a range of specific needs and locations. Several should facilitate cycling access to schools and educational facilities.

3.8. Legislative Support and Priority: BISA strongly recommends South Australian adopt legislation that makes motorists directly responsible for the on-road safety of the cyclists and pedestrians around them.

3.9. Assured No-fault Compensation: BISA recommends that Third Party Insurance legislation be changed to ensure that those who choose non-motorised transport are assured of medical support and compensation if injured by motor vehicles whatever the circumstances.

3.10. Cyclists as Priority Road Users: BISA recommends that "cycle friendly" road rules should be adopted that afford South Australian cyclists priority over motorised traffic in situations that present specific hazards.

**4. Discouraging Car Use:** There are some very obvious targets here that the Transport Plan needs to recognise and discourage. Some of these have been long overdue and are the main culprits in our problems with our transport system.

4.1 The Real Costs of Motoring: A "green taxation" system should be adopted that reflects the true costs of motoring to the community and targets the variable rather than the fixed

sources of revenue - specifically the costs on non-sustainable fuels.

4.2. Motor Vehicle Choice: BISA recommends we have a close look at implementing strict measures that will ensure rapid turnover of our car fleet and more active transport choices.

4.3. Licencing: BISA recommends a much more demanding driver's licencing and training system with individual costs and investment that match the standards of conduct and behaviour required.

4.4. Consequences and Penalties: BISA recommends much heavier penalties for all driving offences, particularly involving cyclists and pedestrians. Compulsory vehicle confiscation and jail should be mandatory for serious offences as well as compulsory Transport Education programs for all offences.

**Sam Powrie, Vice President**  
kabir@chariot.net.au



## **Road Safety for cyclists**

Cycling is probably a lot safer than most people imagine, but even so, in 2001, around 6 cyclists died on South Australian roads, and cyclists were involved in 587 crashes (for comparison, the car/station wagon figures were 107 deaths, 8,559 injuries, and 29,856 crashes). According to Department of Transport statistics, cyclists are more often the victims of accidents than the cause of them, and thus there is a responsibility on the Government to act to protect cyclists. Sam Powrie has also put together recommendations as a response to the Draft Transport Plan, which the State Government will have to put in place, if it wants to make better use of our existing transport infrastructure, by getting more people to cycle on them, and fewer people to drive on them. (Figures; Department of Transport report, 'Road Crashes in South Australia 2001', tables 23 and 29).

**1. Lower Main-Road Speed Limits:** BISA recommends that the Transport Plan recognise and recommend the implementation of a true 50km/h General urban speed limit (GUSL) covering all urban arterial and collector roads in S.A, with roads currently posted at 60km/h or higher being reduced to 50km/h and policed accordingly.

**2. Lower Local Speed Limits:** BISA recommends that the State Government unambiguously affirm its support for Local Government's retention of the right to define and apply 40km/h speed limit zoning.

**3. Improved Cyclist On-Road Status:** BISA recommends:

3.1. That legislation be created that requires that motorists exercise increased and appropriate duty of care of motorists towards cyclists by making motorists wholly responsible for crashes with cyclists and resulting injuries (as per the duty of care rules governing rights of way at sea and on waterways).

3.2. That compulsory Third Party insurance rules be changed to ensure that cyclists and pedestrians are covered entirely for injury without reference to attribution of blame.

3.3. That motorists be required to give cyclists priority at roundabouts, uncontrolled intersections, where cycle lanes and road shoulders are obstructed and in all circumstances where cyclists need to enter and occupy the motoring lane.

3.4. That driver training and licencing adopt measures similar to those used in Germany that provide extensive and effective face-to-face (25hrs min.) and practical pre-licence training, makes personal financial investment in a licence significant and ties penalties for reckless driving (such as mobile-phone use, drink driving etc) directly to loss of licence, property confiscation and other similar consequences. All licence renewal should be subject to renewed driver training and assessment. Licence renewal fees should be subject to discounts for a clean record.

3.5. That renewal of licences that have accrued demerit points or cancellation attract an increased surcharge on a sliding scale. Revenue collected should go directly into cycle promotion activities and cycling facilities funding (this is an approach similar to that used to fund anti-tobacco measures).

3.6. That all arterial and connector roads into and around Adelaide, and similar routes in other urban centres across South Australia also be recognised as Arterial Cycling Routes. They should be provided with appropriate cycling lanes and other engineering and controls supporting cycling safety and on-road status. For sections of the road way where this is not judged practical, alternative efficient on or off-road cycling routes should be established that articulate closely and smoothly with these main roads and maintain the overall effectiveness of the Arterial Cycling Route. The essential aim should be the creation of transport cycling facilities as or more efficient than those provided for motorised vehicles.

3.7. That the design principles governing all roads in S.A be critically reviewed in consultation with the cycling community to ensure that features that currently present specific hazards to cyclists can be reviewed, modified or

eliminated. It is essential that the design principles of optimal Cycling Safety directly reflect the actual experiences of cyclists themselves! Examples for consideration include main road crossings, right-turn intersections, roundabouts

and slip lanes and the possibilities of light-controlled hook-turn arrangements and "buffer zones" at lights.

**Sam Powrie, Vice President**  
kabir@chariot.net.au



## **Cycling information**

### **100<sup>th</sup> Anniversary of the Tour de France – in 2004**

This year celebrates the Centenary of this Race. The Race runs from 5 to 27 July, and will finish at Paris, with a ride of 10,000 bikes along the Tour route, just before the athletes

arrive. Information on the web (see below) – if you're passing that way download an entry form.  
<http://www.letour.fr/2003/presentationus/rando.html>

### **Bike Shop wins Small Business Award**

BISA congratulates LifeCycle Bicycles, 45 Kensington Road Norwood, on their recent receipt of a Messenger Small Business Award, and on their great service to cyclists over many years. BISA has sent a letter of congratulations to

them. Tel 8331 3255; (NB – BISA members may be eligible for discount an production of their membership card). Web site [www.lifecyclebicycles.com.au](http://www.lifecyclebicycles.com.au)

### **TrailsSA – new resource for information on recreational trails**

Trails SA is a new initiative to collect information on recreational trails, and provide information for walkers, cyclists, canoeists, kayakers, scuba divers and horse riders. The State's trails network covers over 6000 km over a wide range of landscapes. The initiative includes a booklet, "Trails SA" (available from Rec & Sport, or from Tourist Information Centres) and a web site, Trails SA, launched on

May 9, is a partnership between the Office for Recreation and Sport, the South Australian Tourism Commission, the Department for Environment and Heritage, and Forestry SA. The web site includes some maps, plenty of information on trails in all parts of the State, and useful links.  
Web site: [www.southaustraliantrails.com](http://www.southaustraliantrails.com)

### **Herbert Girardet at the Festival of Ideas and Cycling**

Mr. Herbert Girardet is a world leading urban ecologist, Chairman of the Schumacher Society, and author of the Gaia Atlas of Cities. During June and July he will be Thinker in Residence in Adelaide. BISA sought to work with Mr. Herbert Girardet during his current Residency, but he was completely booked out. However there are a number of public events at which BISA members can hear him speak :

Adelaide Festival of Ideas: Hope & Fear in the 21st Century  
Friday 11 July, 2003; 11:30 am TBC ; Venue: TBA  
[www.adelaidefestival.org.au/ideas](http://www.adelaidefestival.org.au/ideas)

Students for Sustainability Conference (Keynote Speaker)  
Monday 7 July, 2003; 9:00 am; Flinders University  
[www.studentsofsustainability.com.au](http://www.studentsofsustainability.com.au)

These events are listed on the 'Thinkers' website at:  
[www.thinkers.sa.gov.au/hgirardet.html](http://www.thinkers.sa.gov.au/hgirardet.html) . Herbert will also be making a presentation at a seminar for the Institute of Public Administrators Australia (IPAA) at the Adelaide Convention Centre on Wednesday July 2.

### **Wanted: ideas for good locations for bike parking racks in the City**

Mia Crowther, Transport Planner with Adelaide City Council (ACC), has asked that BISA members who cycle into or through the Adelaide City Council area to recommend locations for new bicycle parking racks. She points out that without such suggestions ACC may never know that new racks are needed - they need the cyclist's perspective!

Although suggestions are welcome anytime, Mia would like them as soon as possible so they can be considered for the start of new financial year. She may be able to install a number immediately.  
Contact Mia at ACC (8203 7203)  
[M.Crowther@adelaidecitycouncil.com](mailto:M.Crowther@adelaidecitycouncil.com).



## Cycling Issues

### **Crafers Bikeway/ Old Mt Barker Road Signage**

This concerns the bike route from Adelaide City Centre towards Melbourne. A few years back, a new freeway was built replacing the Mount Barker Road, which the State Govt designated as a bike route. The route runs from 5 km from the City, to near the top of the hills at Crafers (near where you can see those 3 TV masts against the skyline), close to Mt Lofty. The route, until recently, had no signposts, making it difficult for touring cyclists to find, and this prompted correspondence in March and May's PU.

BISA visited to check on progress. There are now blue metal signs at both ends of the 10 km Bikeway, giving directions to the Bikeway, and distances to key points, e.g Eagle on the Hill, the Glen Osmond Turn-off, and that notorious bend, the Devil's Elbow, site of many traffic incidents in the past.

For those unfamiliar with the Bikeway: from the City, follow road signs to the Freeway and Melbourne. At the large junction between Glen Osmond Road, Portrush Road and Cross Road, near the start of the Freeway, look for blue signs

giving the route to the Bikeway. Once on the Bikeway, the route is clear. Coming from the Hills, you need to find your own way to the Crafers junction with the turn-off to Mount Lofty, via Summit Road. There are two large roundabouts, one either side of the Freeway. Both have signs to the Bikeway, which leaves from the back of the small bus interchange at Crafers.

Out-of-town cyclists might have preferred to see the word "City" on the sign, rather than "Tollgate", but as the bikeway does not terminate in the City (it stops about 5 km short) this was not possible. Cyclists arriving in the Hills still need to find their way to Crafers where the Bikeway starts – the best bet is probably to head for Stirling (good bakery) and ask directions there.

**Mike Brisco, BISA web manager**  
Email [bris0014@flinders.edu.au](mailto:bris0014@flinders.edu.au)



### **Mount Lofty Summit Bike Route**

Adelaide's best-kept secret? Around Stirling and Crafers, there are signs on many signposts for the above bike route. The usual sources (Dept of Recreation and Sport; BikeSouth; Trails SA, Adelaide Hills Council; Tourist Information Centre at Mt Lofty) can't provide more information about where the route goes, or who established it. Does anyone know anything about it? Has anyone cycled the route recently? We'd like to put a map of it on the web, so cyclists know the route exists.

In Adelaide, very few bike routes have signposts, and thus this one is interesting. Signs like this are a great

advertisement for cycling, and help to establish cycling as part of the culture. They tell road users that cyclists are expected in the area, and are catered for. They may be the only way other non-cyclists have of finding out about Adelaide's cycling facilities. So whoever put them in – well done – and please, tell us a bit more about the route.

**Mike Brisco, BISA web manager**  
Email [bris0014@flinders.edu.au](mailto:bris0014@flinders.edu.au)



## Letters

**From:** Michael Noske

**Dear BISA,**

I agree whole heartedly with the sentiments in the article about "on-road status" in the May-June edition of Pedal Update. Lack of safety is the main reason that most people give me for not cycling. I have been repeatedly told I am brave, and I am sometimes called a "temporary Australian". Non-cyclists know how vulnerable they would be out there, and don't want to be martyrs to the cause. I envy the traffic rules in Holland that say that a cyclist has the right of way in all circumstances. I would just LOVE to have a similar rule here. Even at night, Dutch cyclists do not live in fear. I have experienced it first hand on during a tour in Europe in 2000, when I clearly remember a Porsche giving way to me, despite the fact that I was still 100m away from the

intersection!! On another occasion I was riding along a narrow one-way street in Amsterdam doing about 20km/h eventually realizing that a car was patiently following behind me, making no attempt to overtake or pressure me.

The initiatives you outline are well worth pursuing. I support anything you can do to pressure/ lobby/ persuade/ bribe/ threaten the powers-that-be to change the attitudes of our car-dominated, speed worshipping, anti-cyclist Australian society. I just don't know if any of them have the guts to make decisions which may upset the vast majority of people who see driving as the only sensible way of travelling.

**Michael Noske**  
8293 4890 or 0412 573 870 ;  
[noske@chariot.net.au](mailto:noske@chariot.net.au)



From Edward Cranswick

Dear Editor,

I do not own or, with a few exceptions, drive cars, and bicycles are my primary means of transportation. From a few days before 11 Sep 2001 and until 30 Jan 2003, I did not fly but instead used buses, trains, and ships for long-distance travel (in May 2002, I came to Sydney from Los Angeles on a German cargo ship). I rode my bicycle from Adelaide to Alice Springs where I participated in the demonstration in Oct 2002 against the CIA-operated Pine Gap spy facility, and I returned to Adelaide on the train. However, I threw all this vehicular self-righteousness away on 30 Jan and flew to Istanbul, Turkey, to join the Human Shields buses driving through there from London to Baghdad.

In the month prior to my flight, I considered the possibility of riding my bike to Iraq to join those demonstrating their opposition to the threatened US attack -- but I figured I'd never get there before Bush nuked the place, and I got caught up in the melodrama of the global moment and flew.

However, as we drove in the Human Shields buses across the border from Syria into Iraq, I was reminded of Texas -- it was flat, dry, dusty, and had oil. And then, Baghdad reminded me of Dallas, Texas -- it was a highly developed car culture driving on the most expansive freeways of flowing overpasses and interchanges that I had seen outside of the USA. Suddenly I had a vision that the whole US/Iraq, i.e., Saddam/Bush, conflict was just a turf war between two ruthless drug dealers -- petroleum dope -- over who controlled the market. So maybe my quest for a better world would have been better spent riding my bike through the Mideast than caught up in that petro-driven frenzy.

Time and Space themselves are holy entities which we in our petrol-sniffing madness try to extend/compress by burning our hydrocarbon inheritance -- let us breath and remember that riding our bicycles across Gaia's breast is a pilgrimage in itself.

Edward Cranswick :  
e\_cranswick@yahoo.com



## **'Cycling for Pleasure' rides program**

**July 6<sup>th</sup>** Meet: Vic Square, 10.00am - approx 40km.  
Leader: To be decided on the day - 8356 1607

**July 20<sup>th</sup>**: Meet: Vic Square, Time: 10.00am - approx 40km  
Leader: Dennis C. 8296 7928

**August 3<sup>d</sup>**: Meet: West Beach - (End of Burbridge Rd)  
9.00am, Ride the Linear Park and return: - approx 73km,  
Leader: Eric (Earache) 8377 0639

**August 17<sup>th</sup>**, Meet: Vic Square, Time: 10.00am - Approx  
40km, Leader: Jilden - 8370 8011

**August 31<sup>st</sup>**, Meet: Mawson Lakes -Uni SA Campus, Time:  
10.00am (we can use the Uni Car Park - Turn off Mawson  
Lakes Blvd. Park in the first carpark near the golf course.)  
Approx 40km, Leader: John D - 8356 7694

ADVANCE NOTICE: Oct 11th to 19th. Our annual trip is to  
Bendigo and beyond. More details later.

**PRESIDENT:** Jilden Reichardt 8370 8011  
**SECRETARY:** Richard Rowland 8260 1742, 24 Tindall  
Rd Enfield 5085

**RIDES CO-ORDINATOR:** Helen Stephens 8356 1607

## **International Media Section**

According to Julia Day in the UK Guardian (June 5), "an advert featuring tracksuit-clad chimpanzees riding bicycles has sparked more than 150 complaints and a call for a boycott of Halfords, the car and bike equipment chain. The ad, in which chimps are shown cavorting around a Halfords store, has been branded "offensive", "harmful" and "degrading" by viewers who have complained to the independent television commission and to the retail chain." The protesters were not cyclists, but animal protection folk: "The Captive Animals Protection Society said the ad sparked more calls to its office in a short space of time than the PG Tips' infamous chimps ads ever did. The group is calling for a boycott of Halfords and other animal protection groups around the country are organising protests outside branches of the shop." (<http://media.guardian.co.uk/advertising/story/0,7492,971007,00.html>)

A macabre cycling safety campaign which uses images of x-rayed skulls to encourage teenagers to wear helmets has been condemned as dangerous and counterproductive by a government-funded scrutiny body. The Department for Transport's CycleSense campaign is intended to reduce the 3,000 deaths or serious injuries a year among cyclists aged between 12 and 16. But cycling organisations have said the posters are irresponsible, and that they will damage the activity's image as safe, enjoyable and healthy. The National Cycling Strategy Board, set up by the government to monitor the implementation of policy, has added weight to the criticism, saying the campaign could harm the department's target of trebling cycle use by 2010.

(Andrew Clark, Transport Correspondent; The Guardian (UK), 27 May 03; (<http://www.guardian.co.uk/transport/Story/0,2763,963989,00.html>)

## Bicycle Users 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, St Peters Marion	Keneatha Pick Craig Cooper	8364 6451	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	
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
Womens & Childrens 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 fell due in May. Subscribe now  
and help BISA work towards better cycling in SA**

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

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