



# Pedal Update

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Abuse of Bike lanes  
see Page 10



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## Calendar

12<sup>th</sup> Nov & 10<sup>th</sup> Dec

Business Meetings - All Welcome

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

## 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: 10 Dec.

**BISA on the Web: [www.bisa.asn.au](http://www.bisa.asn.au)**

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

## Road Hazards?

**Call Transport SA: 1800 018 313**

## BISA Committee

President	Michael Kokkinn	8302 2641(w)
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	Kath Cooper	8339 3049
	Margaret Day	8271 5824
	Philip Henschke	8272 3718
	Alan Marriage	8296 5993

### President's Report



Dear Fellow Cyclists,

Only a cyclist would know the joy of cruising along on a spring day and hitting the bouquet of jasmine or wisteria on the air. It's a much greater pleasure than the one derived from the gorgeous smells of cooking food encountered on a winter's evening. Yes it's spring and we cycling commuters can put away the reflectors and the long undies and look forward to the return of perspiration!

Your committee is currently engaged in making a submission to the State Government in response to its recently-released Road Safety Strategy 2003-2010. We have resolved not to produce anything as lengthy or as comprehensive as our submission to the TSA Draft Transport Plan. That document has become a manifesto for BISA. By the way, we will soon be placing it on the web for

your interest.

Safety is an issue which is always on the mind of cyclists. It is the one thing which threatens our very existence as we use our healthy and sustainable form of transport. It may often seem that other road users or the road designers are actually trying to injure us.

My current favourite example is Frome Road. If you start your cycling journey at the Zoo and travel southwards aiming for the South Parklands you are undertaking a vehicle gauntlet of the most stringent kind.

First of all, you will find no adequate space for bicycles along Frome Road as you ride under the beautiful avenue of plane trees. Vehicles will shave and buffet you alarmingly. Then, if you are bold enough to try and cross over North Terrace, you will be squeezed into the gutter by a Grand Prix of idiot drivers fighting for space towards the Rundle Street Intersection.

But wait, before you get there, there's the new building site at the old IMAX car park to contend with where the concrete barriers have been placed on the white lines of the lane leaving you no space at all! Here you will just have to ride your bike in the middle of the lane, deliberately blocking motor vehicles that will most certainly try to pass you should you make it remotely possible!

Cross Rundle Street and you will find another, equally hazardous, squeeze point opposite the construction site for The Majestic etc. hotel. As you progress southwards, the fact of your survival becomes more and more miraculous! On several more occasions you will be squeezed against parked cars or stopped taxis before you negotiate your final obstacle, yet another road-encroaching building site! Do that every day and work out the probabilities of survival.

Ask any commuter cyclist working or studying at the universities along Frome Road or the hospital or the IMVS what they think about The Adelaide City Council's cycling policies and they will tell you:

**"THEY DON'T CARE ABOUT THE SAFETY OF CYCLISTS!"**



Thanks to Mike Brisco for taking over the Editing of the last three issues of Pedal Update.

John Bridgland, Harry Owen, Michal Kinasz, and Alistair Powell

Thanks also to the contributors to this issue, including Michael Kokkinn, Sam Powrie, Mike Brisco, Margaret Day,

Editor



# Bicycle Federation of Australia News

## BFA 'Media Workshop' Update

In the last Pedal Update I asked interested BISA and BUG members to contact me if they would be interested in participating in a free workshop to be provided by an expert Media Consultant and paid for by the BFA. The aim of the workshop is to provide local cycling advocates and cyclists generally with the powerful strategies and effective skills needed for effective use of the media and for getting the cycling voice heard. I believe that almost all the BUGs in NSW have had the training and it has proved very valuable to their work. Only four BISA members have expressed interest thus far and they represent only 1 BUG! The workshop is to be held jointly with BicycleSA I had hoped that at least 8-10

BISA and BUG members could be involved. As I have to nail down a few dates with BicycleSA soon if the workshop is to actually happen, I need to have firm nos. ASAP. If you have any interest in attending this workshop at all, please contact me ASAP and I'll put you on the list. I'd really like to hear from everyone who might come by the end of November please.

Contact me at kabir@chariot.net.au or (H) 08/8449 9902.

Many thanks,

Sam Powrie.



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## BFA Connecting Cycling Conference Update

Attention BISA Members! From Rod Katz, BFA President.

A preliminary program for the BFA's Connecting Cycling Conference is now available at:-

[www.bfa.asn.au/conference](http://www.bfa.asn.au/conference) The conference is coming together nicely! The BFA wants to encourage as many people as possible to come to this event as it will be a great opportunity for developing progressive transport policies and

plans. Please pass on to your contact lists, BUG members and colleagues at work. Visit the web site for more details and registration. If you have any questions please do not hesitate to contact Rod Katz, BFA President at president@bfa.asn.au or the conference organiser on cycling@consec.com.au or telephone 02 62510675.



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## BISA Message Bank. (08) 8411 0233

Members may not know that one of the services that BISA offers is a contact phone number. This "Message Bank" is available to BISA members and general members of the public. Incoming phone calls are stored and the phone is checked every 2 or 3 days. This service usually gets 2 or 3 calls per week about a wide range of topics.

A typical range of questions are:

Insurance. Stolen bikes and personal.

Legal advice about accidents.

Touring Advice.

Cycling with children.

How to buy a suitable bicycle.

Specific road problems for cyclists.

Advice on how to start cycling and suitable clubs to join.

This is a useful service that BISA provides to the general community and gets good feedback for the information service as well as providing an opportunity to encourage people to become members to receive the usual additional benefits.

Alan Marriage



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## ECF Velo City Conference September 2003

The European Cyclists' Federation Velo City Conference held recently in Paris attracted almost 800 delegates from many European countries as well as other parts of the world, including about a dozen from Australia. This was the first time in which a large number of French cycling advocates and planners have attended, with some 250 local people present.

The previous ECF conference in 2001 was a joint venture between Edinburgh and Glasgow and the next one will be held in Dublin in 2005.

One of the most spectacular and thrilling evening events was mid-week when 8000, yes, eight thousand, cyclists rode along the Champs Elysee. Tour de France is the only

other time when cyclists have had exclusive access to the famous boulevard. Among the cyclists on that occasion were posties, local citizens, Parisian gendarmes on bicycles, media crews and conference people including the Mayors of Paris, Amsterdam and Berlin. Velo Mondial will be held in the Republic of South Africa in 2004. With ECF conferences being held each second year within Europe, the world conferences, Velo Mondial, are less frequent but they allow a wider representation of advocates to attend, present papers, exchange ideas and compare tasks to make cycling better world wide.

Margaret Day



## OFFICE FOR CYCLING AND WALKING: UPDATE

Following completion of the period of public consultation on the Draft SA Transport Plan, an Office for Cycling and Walking has been established within the Transport Policy Directorate of the Transport Planning Agency. The Office for Cycling and Walking will be a high level policy unit with responsibility for:

- Provision of policy advice to the Government on measures to support walking and cycling throughout SA.
- Development of policy frameworks and plans to guide and coordinate walking and cycling activities and investments by the Department.
- Linking walking and cycling activities undertaken by other Government Departments, local government, the private sector and community groups.
- Analysis and research of best practice and innovation in cycling and walking.

The Office for Cycling and Walking will not be directly involved in implementation. This will remain the responsibility of operational areas in Transport SA.

The Office currently has 3 staff:

- Peter Watts - Manager

- Penny Crocker - Walking
- Gemma Kernich - Cycling.

At this stage, BikeSouth remain at Walkerville and are still on 8343 2911 and remain the primary point of contact for cycling information etc. Hazards still to be reported on 1800 018 216.

Peter Watts - Manager,  
Office for Cycling and Walking,  
Transport Planning.

Telephone (08) 8204 8156 (48156)

Email: Email: peter.watts@transport.sa.gov.au

“BikeSouth is still at TransportSA, as before, though with greatly reduced resources and staffing. Minister Wright’s unprincipled decision to slash their funding last June hit them hard, and they lost half their staff positions, but they are continuing as best they can. Wright also slashed their budget for assisting local government to build bike lanes (the State Bicycle Fund) , from around \$1 million a few years back, to just \$200,000 for 2003-4”.

Mike Brisco



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### Cyclist Safety in S.A: Government’s Advisory Council Fudges It!

On November 14<sup>th</sup> community consultation, closes on the SA Road Safety Advisory Council’s ‘Possible Initiatives 2004-2010’ discussion document (see [http://www.dtup.sa.gov.au/transport\\_plan/pdf/newpdfs/initiatives2.pdf](http://www.dtup.sa.gov.au/transport_plan/pdf/newpdfs/initiatives2.pdf)). At the behest of Michael Wright, S.A Minister of Transport, this group has been working up a series of suggestions around key topics held to be central to improving road safety. Although the deadline for responses will probably come too late for direct comment from many members, the recommendations the RSAC has made make it fairly obvious that committee’s *understanding* of the true issues facing cyclists is fairly thin and their *commitment* to advance the most obvious and well researched solutions is minimal! I am referring of course to the issues of lower speed limits and motorist behaviours.

The National Road Transport Commissions landmark 2001 report, ‘Evaluating a 50km/h Urban Speed Limit for Australia’, clearly demonstrated that:-

- the most effective way of dealing with urban safety issues is to reduce the speed limits on *all* urban arterial and collector routes – ‘main roads’ – from 60km/h to 50km/h
- this change would essentially be a *no cost* initiative
- such a reduction would *halve* the risks of both crashes and injury
- 50km/h limits entail virtually *no extension of trip times*, much smoother traffic flows, lower levels of pollution and increased fuel efficiency and above all, a net economic gain to Australia overall!

Nowhere in this Possible Initiatives document is this research or recommendation mentioned!

Instead, on the ‘Speeding’ page we are fed the same old line, first aired by the Minister of Transport and Transport SA in March this year, stating that we now have a ‘a 50km/h

speed limit in built up areas’, the implication being that the NRTC’s recommendation has been followed! This of course is complete rubbish and is clearly a ploy on the part of TSA and perhaps the State Government to avoid taking policy and political leadership on the issue. What we *do* have is an inconsistently applied 50km/h limit on *some* of those local residential streets *controlled by Local Government!* None of the main roads controlled by Transport SA have been set at 50km/h! Such streets include South Road, Goodwood Rd and Anzac Highway – all heavily used by cyclists. You surely couldn’t get a more obvious statement of the minimal value that TSA (and perhaps the Minister) places on reducing urban speed limits, on the safety of cyclists or pedestrians and on honouring the NRTC recommendations!

This cursory and superficial acknowledgement of the potential safety benefits of lowered speed limits is also obvious in the ‘possible initiatives’ we are offered.

**SP02.** Suggests reducing the speed limit:

‘on relatively concentrated sections of urban arterial roads from 60km/h to 50km/h, where there is high pedestrian or cycling activity’.

**SP03.** Suggests we introduce:

‘variable speed limits where appropriate on local roads, including 40km/h limits’.

Neither of these measures recognises that:

- *all* major urban roads are regarded as ideal routes by commuting cyclists.
- it is precisely the *lone cyclist* that needs the enhanced protection and that cyclist safety naturally *increases* with increased cycling activity.
- both the NRTC’s report and those of the SA Road Accident Research Unit have made it clear that lowered



**THE BICYCLE INSTITUTE OF SOUTH AUSTRALIA**  
**GPO Box 792 Adelaide 5001**

*Cycling for The Environment for Health for Pleasure*

## **SUBMISSION TO TRANSPORT SA REGARDING:**

### ***The South Australian Road Safety Strategy 2003 - 2010 & Action Plan 2003-2004***

The Bicycle Institute of South Australia, an independent and voluntary cycling safety advocacy group, gives the following response to the recently-released documents: The South Australian Road Safety Strategy 2003 – 2010 & Action Plan 2003-2004.

While our organization concerns itself primarily with the safety of cyclists, it should be understood that we are part of a Sustainable Transport Coalition which includes advocates of Walking, Public Transport and the Environmentally-Sustainable use of transport systems.

We believe we represent the only possible transport future.

### ***ROAD SAFETY: A DISEASE AND ITS SYMPTOMS***

Authorities consistently address the SYMPTOMS of the dangerous conditions found on public roads. Using fatality and injury statistics erroneously they formulate their proposed road safety measures. Often the focus is almost exclusively on FATALITY rates.

Traffic Authorities also formulate decisions from within a car-dominated culture where the focus is on UPPER speed limits not SAFE speeds. Risk management is ignored or considered within a car-dominated culture where the desire is to drive at the upper speed limit within an air-bagged vehicle.

Unfortunately, many of the measures proposed in the documents above are proposed from this limited point of view. In essence, they fail to address the major cause of the current Road Safety Situation: SYSTEMIC ATTITUDE.

If the current road safety circumstances currently found on South Australian roads were to be likened to a disease then the various factors could be resolved into three categories:

- The Systemic Causes of the Road Safety Disease;
- The Symptoms of the Road Safety Disease;
- The Remedies for the Road Safety Disease.

In our opinion that would produce the following lists of factors in order of importance:

### **SYSTEMIC CAUSES**

#### **1. Attitudes of Motor Vehicle Drivers**

*Neglecting the safety of other road users; Lack of Courtesy and Consideration; Driving for pleasure and thrills; Driving selfishly; Ignoring road rules; Underestimating risk and overestimating their own competence*

#### **2. Attitudes of Government and Bureaucrats**

*Accepting car dominance; Focussing on road engineering for motor vehicles at the expense of all other road users; Underestimating the need for micro-enforcement; Lack of interest in modes of personal transport other than private motor vehicles; Misallocation of funds to favour private motor vehicle facilities.*

#### **3. Private Motor Vehicle Dominance**

*An outmoded culture which has progressively affected community health and well-being; Inequity between the status of road users; Discrimination which favours the wealthy over the poor; Vulnerability to the influence of industries which market a car consumer culture strictly for their own profit.*

#### **4. Community Attitudes which influence political decision making**

*Disproportionate rights allowed to private motor vehicle owners to dominate the roads has developed a self-sustaining political constituency which is both reflected in the views of elected politicians and resistant to any change.*

### **SYMPTOMS**

#### **1. Heightened physical danger to ALL road users which could be indicated by thousands of daily “Near-Miss” events**

*YEAR 2000: Killed - 166, Injured - 9988, Total Crashes - 40603 (Transport SA figures).*

*Ratios: Killed 1 : Injured 60 : Total Crashes 244 : Near Misses 544 (extrapolated).*

*i.e. An estimated 90,524 near-misses annually! 248 per day in the State*

cont'd on next page

## 2. Translation of the high level of near-misses into road injuries and fatalities.

cont'd from prev page

*The symptoms of driver attitudes is the annual road toll: 166 Killed and 9988 injured (Year 2000 data), but the current focus remains on the fatalities*

## 3. Higher levels of stress and anger experienced by many road users.

*The emergence of 'Road Rage'*

## 4. The loss of many community activities because of the systemic propagation of car dominance.

*Children are no longer able to walk or ride bicycles to school; Obesity epidemic in Australians, notably our Children; Elderly pedestrians are less safe crossing roads; Higher road kill of native and domestic animals.*

## REMEDIES

### 1. Education

*Public education; New and current driver education; Changing the attitudes of Police, Bus Drivers, Commercial Drivers, Taxi Drivers so that they may act as role models for the rest of the community. Increase and extend driver education and make it 'user-pays' to give more value to the holding of a motor vehicle driver's licence; Mandate remedial education in all instances of collisions between cars and pedestrians/ cyclists.*

### 2. Enforcement

*Increase and extend traffic policing using unmarked cars; Increase penalties for unsafe road behaviour irrespective of the upper speed limits; Make the permanent loss of driver's licence a consequence of reckless driver behaviour; Make the disregarding of the safety of others really costly.*

### 3. Onus of Proof/ On-road Duty of Care: An Appropriate Balance

*Change legislation to make motorists and truck drivers directly responsible for the safety of pedestrians and cyclists, irrespective of circumstances. Recognise that drivers and cars/ trucks kill cyclists and pedestrians - not the other way around.*

### 4. A focus on Road Safety not UPPER speed limits or intoxicated drivers.

*Driver behaviour currently reflects an attitude which assumes that the upper speed limit on any road is a prescribed speed, irrespective of road conditions or the presence of other vehicles or how they are feeling etc. This is reinforced by penalties applied for vehicles exceeding the upper speed limit. Penalties should be applied to unsafe road behaviour, irrespective of the upper speed limit or the levels of driver intoxication. Speed limits on urban roads should all be lowered and should recognise the findings and recommendations of the National Road Traffic Council (50 km/h on all urban roads) and the experience of all of the cycling-friendly countries of Europe (30/ 40 km/h on local roads and in mixed traffic). Road designers should design for ALL road users taking particular account of the vulnerable.*

October 2003



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## BISA's Submission to the Draft TSA Transport Plan for SA: Summary of Recommendations for Member's Comment.

BISA made an extensive submission to the Draft TSA Transport Plan, intended to guide transport development in SA over the next 15 years. We now want to develop some powerful and persuasive Position Papers on key issues facing cyclists in SA. As part of this process the BISA Committee would value comments you may have on these Transport Plan recommendations. Although a number of members have already provided valuable input prior to the submission, we are now seeking broader support. All comments are welcome and will be taken into account prior to posting the Position Papers at the BISA web site. Please take a moment to make your voice heard, either by e-mail to the address below or in writing to Michael Kokkinn at BISA's postal address.

Sam Powrie, kabir@chariot.net.au.

### 1. Education:

'Cycling Education' is currently restricted to the Primary years and largely to cycling safety. This does not adequately address the requirements of longer term transport-behaviour change and nor does it address the educational needs of

current or future motorists.

1.1 Education strategies encouraging safer and more frequent cycling should be comprehensive and focussed on all age groups and should be an integral part of a broader Transport Training agenda and strategy (focussing on Transport Policy, traffic laws and compliance, use of cycling facilities, road-user responsibilities and sustainable transport choices).

1.2 Bike Ed programmes should continue for primary students and be expanded for secondary students and adults (including specific programmes for older people).

1.3 Education of Motor Vehicle Drivers should include substantial face-to-face, classroom-based instruction with a curriculum that includes driver responsibilities for ensuring the safety of vulnerable road users and the exercise of responsible transport choices.

1.4 License renewal, especially where demerit points are accrued, should require refresher training including a large component covering duty of care and cyclist safety.

1.5 There should be a full and long-term implementation the

Travel Smart Program across the State.

## **2. Engineering and Planning:**

Currently Adelaide has an incomplete, inconsistent and often discontinuous network of on-road and off-road cycling facilities. The most notable aspect of this network is the Bike Direct routes - essentially a designated and signed network of relatively quiet streets, on-road bike lanes and off-road paths.

Unfortunately, while widely used, the Bike Direct routes do not cater adequately for many commuter cyclists who need the speedy routes offered by the main arterial roads. It also seems unlikely that they will be able to cater successfully for increased levels of localised cycling, travelling to schools and the specific needs of children, older cyclists and those with disabilities (who often require consistent and continuous off-road facilities for safe cycling).

While the Bike Direct routes are a major asset they are unlikely to adequately cater for the increase of cycling to 10% that BISA suggests [the Draft plan recommended 2.4% over 15 years]. And they certainly cannot compensate for the marked absence of the most basic cycling facilities from many of Adelaide's major arterial and collector roads - a deficit acknowledged by the Draft Plan. They obviously also cannot serve the needs of cyclists in regional centres. Establishing cycling as a more significant means of personal transport will obviously require some rethinking of cycling's established planning goals. BISA supports consideration of all roads as potential cycling routes and recommends that a range of facilities be developed to service all such routes and meeting the needs of all cyclists.

- 2.1 The current network of bicycle routes, bike paths and on-road bicycle lanes should be reviewed, with short and long term goals set for maintenance and expansion, particularly for better articulation with localised routes.
- 2.2 Arterial Cycling Routes (those preferred by many commuting cyclists) should be identified and provided with appropriate and continuous cycling facilities supporting cycling safety. For sections of the Arterial Routes where on-road facilities are not judged practical, alternative on or off-road cycling routes should be established that articulate closely and smoothly with continuing on-road facilities.
- 2.3 Where car parking on arterial roads has prevented the installation of on-road cycle lanes, future on-road parking should be prohibited at all times.
- 2.4 Facilities for bike parking should be maintained and expanded and work places should provide secure under-cover bike parking, plus changing rooms and showers for cyclists. State Government departments should lead the way in providing these.
- 2.5 Future subdivisions should aim to provide at least one unimpeded bicycle route (on and off-road) approximately half way between each pair of arterial roads and parallel to them. These new Bike Direct routes should be contiguous with those in adjacent existing subdivisions to provide for longer-distance cycling routes.
- 2.6 All Bike Direct routes should have destination and

distance signage to an effective standard.

- 2.7 The Bike Direct and Arterial Cycling Route networks should serve as grids from which Local Government should develop local cycling routes to shopping centres, commercial, industrial and education facilities and public transport facilities.
- 2.8 Transport SA should recommend to the State Government a design package supporting Local Government's minimising and consistent control of car use and encouragement of cycling in local urban areas.
- 2.9 Every effort should be made to render existing suburbs cycle-friendly and 'fully permeable' to cyclist and pedestrian traffic.
- 2.10 Appropriate bicycle parking and storage facilities should be available.
- 2.11 Continuity of cycle lanes through intersections, motor-traffic controls and other hazards to cyclists should be ensured using a range of innovative designs.
- 2.12 Federal design rules for heavy vehicles be amended to prevent 'under-run' crashes for cyclists.
- 2.13 Funding needs to be provided as a matter of urgency to complete high profile cycling projects.

## **3. Encouraging Cycling:**

Major changes in cycling choice and behaviour will not occur without the active leadership and example of Government and its agencies as a central strategy.

- 3.1 A Sustainable Transport Policy and State Cycling Plan, developed in full consultation with key stakeholders, and endorsed by Government will assist all potential cyclists to make informed travel choices.
- 3.2 Information supporting rational and alternative transport choices should be readily available to all, including use of bicycles for commuting and on public transport.
- 3.3 Income/State taxation benefits directly encouraging cycling should be explored.
- 3.4 All salary packages should include support for public transport and bicycle use.
- 3.5 Cyclists should receive discounted fares for using of integrated public transport.
- 3.6 Motoring costs should reflect the real community costs of car use.  
Revenue currently raised by fixed registration fees should instead directly discourage indiscriminate car use via equivalent levies on variables such as cost of fuel, engine size and car use.
- 3.7 A free State Government-funded no-fault Third Party insurance scheme should ensure cover for cyclists and pedestrians without the question of blame.
- 3.8 New legislation should make all motorists directly responsible for avoiding injury to cyclists and pedestrians.
- 3.9 A series of strategic and high-profile cycling facilities should be developed to establish a better profile and understanding of cycling in the community. Arterial Cycling Routes and Safe Routes to Schools are prime opportunities for such projects.
- 3.10 BISA recommends cycling promotion schemes

encouraging seniors and 'role models' to take up riding, in places where their use of bicycle transport will be highly visible.

3.11 BikeDirect maps should be reviewed and better publicised and distributed.

**4. Protecting Vulnerable Road Users.**

4.1 A consistent General Urban Speed Limit of 50 km/h should be applied to all arterial roads as recommended by all available research.

4.2 A local speed limit of 40 km/h should be applied to all local residential roads (and some additional and specific precincts) and with further reductions in key 'shared-traffic' precincts to 30 km/h by 2018.

4.3 As a matter of urgency, there needs to be a thorough review of all design regulations, laws and codes governing roads in S.A, to ensure that cyclist needs are taken into account.

4.4 Urban speed limits should be strictly enforced (no 'leeway') with tougher penalties, including vehicle confiscation for serious offenders.

4.5 Heavier and fixed penalties should be applied to motorists involved in driving offences involving cyclists and pedestrians, including heavy on-the-spot fines, vehicle confiscation and compulsory education.

4.6 Motorists should be wholly responsible for crashes with cyclists and resulting injuries, as per the duty of care rules applied in current Dutch and other European road traffic laws.

4.7 Introduce free State Government-funded no-fault third party insurance ensuring cyclists and pedestrians injured on the road are automatically covered.

4.8 Cyclists should be given priority in situations that present specific traffic-related hazards for them - roundabouts, uncontrolled intersections, when negotiating bus stops and wherever cycle lanes and road shoulders are obstructed and cyclists need to enter a motoring lane or the paths of following motorists.

4.9 Licence renewal should require renewed training with regard to cyclist and pedestrian safety.



**Cyclist Safety in S.A.** cont'd from page 4

speed limits need to be applied to *all* main urban roads if the safety benefits are to be gained!

What we are left with is a vague set of recommendations that make no clear statement of what is required to gain significant benefit from lowered urban speed limits and set no clear benchmark for either Local Government or Transport SA. The public of SA, and cyclists and pedestrians in particular, will again be left vulnerable to the institutionalised prejudices of a car-oriented bureaucracy and to political timidity and lack of leadership by Government. In marked contrast, the recommendations BISA has made to Government are:

1. **A consistent General Urban Speed Limit of 50 kmph should be applied to all arterial roads in SA as recommended by all available research.**
2. **A local speed limit of 40 km/h should be applied to all local residential roads (and some additional and specific precincts) and with further reductions in key 'shared-traffic' precincts to 30 km/h to follow on a staged basis.**
3. **Urban speed limits should be strictly enforced (no 'leeway') with tougher penalties, including vehicle confiscation for serious offenders.**

BISA's recommendations are unambiguous and leave nothing to prejudiced interpretation! This is what is required here in SA. I note that in all the countries of Europe that have successfully tackled the issue of cycling safety, 30 and 40km/h limits have played a major role. On roadways carrying 'mixed traffic' (cars and bikes) and set at 30 or 40km/h, speed differentials are minimised and further engineering solutions (bike lanes etc) aimed at 'protecting' cyclists are virtually unnecessary. At these speeds cars and bikes can quite safely share the road together with little noticeable delay for anyone

involved. This is now well established fact and is fundamental to innovative measures such as the extremely successful and world leading Unley-40 regime. A quick search of the internet (under perhaps 'speed limits cycling safety') will quickly demonstrate that these recommendations are entirely inline with those now held as best practice around the world. In particular, they reflect the EU Parliament's Standardised Speed Limits (30km/h, 40km/h 50km/h etc) progressively being implemented in urban areas across Northern Europe.

Of course speed limits are only part of the equation. Across Europe it is now widely acknowledged that complementary laws are also required that ensure that car and truck drivers exercise an **enhanced level of duty-of-care** towards more vulnerable pedestrians and cyclists. Since 1998 this has been law in Holland (where virtually all car-bike collisions are held to be the responsibility of the motorist) and is making its way into statute in several other European countries (notably Poland and Sweden). Nowhere in the initiatives suggested by the RSAC is there any mention of such a proactive provision aimed at *driver behaviour*, despite it clearly being an essential component of emerging best-practice around the world!

In the absence of recommendations from the RSAC that deal directly with speed limits and driver behaviour, it is interesting to note the 'hi-tech' suggestions they do make. They suggest for instance use of breath-testing alcohol interlocks, more speed cameras and increased off-road paths. This suggests that the group, while appearing singularly uninformed on best-practice measures already established elsewhere, has also sought to focus on 'politically-easy solutions' that pose little head-on challenge to the situation cyclists face everyday and simply give the Government more 'spend money' options! Clearly the real solutions are the 'no cost' ones that require conviction and leadership on the part of Government

and behavioural and attitudinal change from the community. BISA members - make your voice heard *now* on road safety issues. The SA Government and Transport SA have been late off the mark in tackling the National Road Strategy's target of a 40% reduction in fatalities by 2010. We have the poorest road safety record in Australia the Minister is worried he and S.A. won't make this safety target! It has become obvious from recent community responses to the cutting of the State Cycling Fund that the Government *is* sensitive to community reaction and that **every letter counts!** I strongly suggest that members write directly to Michael Wright, the Minister of Transport at his Electorate Office at:

4/173-177 Tapley's Hill Road  
 Seaton SA 5023  
 Tel: (08) 8268 2680  
 Fax: (08) 8268 8667  
 Email: lee@parliament.sa.gov.au  
 or minister.wright@saugov.sa.gov.au

**Let him know that cyclists are aware of what is required, will not be treated as second-class road users and want to see real outcomes and effective decisions made in the interests of their safety on SA roads!** Don't forget to send Pedal Update a copy to share with other members too.

Sam Powrie, BISA Committee.



### Cycling trends in the Adelaide metropolitan area, 1996-2003

The S.A. Minister for Transport, Hon. Michael Wright, has said in public and in Parliament that TSA data show cycling in S.A. is in decline. He has used this supposed finding to justify a 50% cut to the State Bicycle Fund resulting in the virtual cessation of all cycling infrastructure development in the State. BISA finds this supposed 'decline' unbelievable and the cuts to funding completely unacceptable!

To establish what the trends have *really* been in cycling activity in Adelaide from 1996 (when Bike South commenced its work) to date, I contacted the Minister's office and asked what surveys he had used, in arriving at his conclusion that cycling was in decline. I also asked to see the actual survey reports and statistics. I have now checked these for myself.

Taken together, the surveys clearly and consistently show that cycling in Adelaide has, in fact, been increasing slowly but steadily at a few percent per year - possibly more between 1998 and 2000 - and thus reversing the long term decline seen during the 1970's and 80's. This conclusion stems from the main findings from the reports and surveys, clear to anyone who actually reads the documents. These are not matters of fine judgement, nor do they require manipulation of the data to support a prior conclusion. These are not matters of fine judgement, or of careful manipulation of the data to support a prior conclusion. To me, the important issue is to find out the truth about cycling trends. If cycling really was in decline, that would be disappointing, but I would want to know about it. In the past few years, lots of bike lanes have been built, and if these are not encouraging cycling, then we need to find out why.

This Pedal Update article is a summary of my findings, and quotes a few key statistics. My full report, too long to print here, contains detailed discussions of all the surveys and statistics, plus page references to those, and references to the Minister's on-record comments. I can send a copy to anyone

who wants one.

Two surveys address the issue of cycling levels very directly, and those surveys both show clearly and unarguably that cycling is increasing.

**1. Counts of cyclists entering Adelaide City Centre**, done from 1995 to 2003: the numbers show an overall 2% annual increase, though they perhaps under-estimate the real rate of increase

**2. A telephone survey commissioned by Terry Ryan and Lisa Radetti of TransportSA**, and carried out by the University of South Australia, looked at a large random sample of people from throughout Adelaide, and asked them how much cycling they did.

- Between 1996 and 2000, cyclists increased from 31% of the population to 37% of the population.
- In addition cyclists were riding more km/year, making more cycling trips, and spending longer periods riding. For example (see table below)

Only competition cycling was in decline (156 km/cyclist, down by 73%). In other words, the survey showed very clearly an increased incorporation of cycling into the everyday lives of Adelaide residents. This finding is quite in agreement with the one from the City cordon counts.

The survey is particularly useful, because it was based on a random sample of people, and used several measures to look at several types of cycling. It is therefore likely to reflect accurately changes in bike use across Adelaide. Although the survey's evidence was clear, its report was not easy to read. The above measures, and others that were equally clear, were left out of the Executive Summary – the only part of the report that most people would read.

Data from other surveys addressed the question less directly, but are consistent with the above picture of increase. Importantly,

cont'd on next page

Bicycle Use 2000	Average Distance per cyclist per year	Change Since 1998
Trips to work	581km	Up 50%
Trips to Education	195km	Up 300%
Social / Recreational	1360km	Up 56%
Local Trips	541km	Up 99%

they contained nothing significant suggesting that these surveys were inaccurate, or that there was any uncertainty about cycling trends, or that cycling was decreasing. These surveys include the Metropolitan Adelaide Household Travel Surveys done in 1986 and 1999; the Australian Bureau of Statistics Census done in 1996 and 2001; enrolment in "Ride to win" program, (which has increased 40% in each of the last three years); reports from pilot TravelSmart programs, which provides people with information about travel, and encourage them to consider alternatives to private cars.

Taken together, all the statistics clearly point to a picture of cycling increasing. It seems obvious that the State Government's program of promoting cycling and building bike infrastructure has been important in encouraging increased cycling. To judge by the evidence available, Bike South has done its job well! It does not support the decline in cycling postulated by the Minister and TransportSA.

BISA therefore:-

- **stands by its call for a full and immediate restoration of funding for cycling development, to at least 2000 levels.**
- **calls on the Minister for Transport, Hon Michael Wright, to retract his public and Parliamentary**

**statements that cycling is in decline; to retract his questioning of the work and strategies of BikeSouth; and to put the record straight immediately.**

- **calls for all data on bike usage to be made public and freely available so that in future BISA and other cycling advocacy organisations can see for themselves what is going on, and can know what the facts are.**
- **calls for much more consistent and effective monitoring of cycling activity of all types, in Adelaide and across S.A.**

**Sources of statistics quoted above:**

Report "South Australian Cycling 2000: a comparative study of changes in cycling between 1996 and 2000", prepared by Marketing Science Centre, University of SA, for Lisa Radetti and Terry Ryan; report No 6529, 26 June 2000. Data on the percentage of population riding is on pages 2 and 62; data on the types of riding cyclists are doing is in table 42, page 125.

Cordon counts - City of Adelaide, 1995-2003: summarized in Draft Adelaide City Council Strategic Bike Plan 2003, QED Pty Ltd, 17 June 03

Copies of both documents supplied by TransportSA.

**Mike Brisco, PhD**

**Email [mike.brisco@flinders.edu.au](mailto:mike.brisco@flinders.edu.au)**



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**Dear Editor**

Dear Editor(Adelaide Advertiser, 15/10/03),

It was encouraging to see the Advertiser (Editorial, 14/10/03) asking why SA drivers find the 50km/h speed limits so difficult to deal with. The simple answer is obviously that few drivers have actually made the effort to exercise effective control over their right foot. However we really need to consider a more complex response that honestly acknowledges the speed-focused transport culture that most of us take for granted. South Australians have been spoiled by clear streets and fast cars for too long and the new speed limit is just one of many necessary changes we must all come to terms with. In Europe 50km/h is in fact considered fast for urban areas. Most cities have it posted as the maximum on all urban roads with many streets and whole districts posted at 30 and 40km/h. In fact major cities such as Berlin now have all or most of their streets posted at 30km/h having recognised the overwhelming benefits. Much slower speed limits cut road injuries and death to extremely low levels, encourage active transport and less reliance on cars, and make virtually no difference to urban transit times or transport efficiency.

Slower speed limits on all of our city roads are in fact a no-cost, everything-to-gain inevitability and it's time we faced up to this fact. The original Monash University recommendation made to all State Transport Ministers in 2001 was for a 50km/h limit on all urban roads, and particularly on main roads where 85% of all injuries and deaths occur. This finding has been consistently ignored in SA by our Minister of Transport, Transport SA and the RAA, presumably because no-one is willing to be the first to come clean about it. The important question that the Advertiser and all South Australians should be asking is why all of us, and particularly our children, are being short-changed with an ineffectual and half-hearted use of the 50km/h limit that ignores the very roads where it could have most effect. As Dr. Bill Grigg of the RAH trauma services has said (Advertiser, August 15th), it's time we seriously considered application of 50km/h as the standard limit on all roads in Adelaide.

Sam Powrie, Bicycle Institute of S.A., c/- 25 Coppin St, Semaphore, SA. 5019.

Ph(h): 8449 9902.



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**Observations About Cycle Lanes**

BISA member Margaret Day asked me to write about a bike matter close to my heart and cycle lanes immediately came to mind. As a cyclist for decades, I find the relatively recent appearance of these lanes a very pleasant discovery. However, as with anything that improves the lot of cyclists, some aspects still need attention.

The first matter will simply take time to address. Many motorists are unaware of changes to the road rules and unaware that they are not allowed to drive on cycle lanes

or queue on them at traffic lights. This is a reflection of the fact that the licensing laws do not feature any mechanism to prompt drivers to update their knowledge. I'm sure that many other cyclists will have experienced the frustration of getting up speed on a good road in a bike lane, only to suddenly discover a car casually waiting for a car park, or the traffic lights to change, queuing in the middle of the bike lane. This forces bikes out into the traffic stream, often with only a few seconds' notice. Very dangerous -- and the sort of

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## Observations About Cycle Lanes cont'd from prev page

behaviour that makes drivers nervous, with good reason. Not the cyclists' fault, but at the cyclists' risk.

The second issue is similarly worrying. Bike lane designers for our road network appear to have hit a complication in the creation of some bike lanes and, in typical bureaucratic fashion have found a solution that is not a solution at all. At some intersections, from which bike lanes commence, there is insufficient room for the lane to begin at the intersection. Designers thus commence it 50 or more metres from that point, leaving the cyclist to the mercy of the traffic. It's as if there's no risk to the cyclist for those 50 metres, but in fact at that part of the intersection there is great risk, especially with traffic entering the carriageway from roads at right angles to it (many drivers like to cut the corners, and looking for bikes is the last thing on their minds...)

Additionally, where a cycle lane ends at an intersection, and the cyclist continues to other side and beyond, the cyclist is once again abandoned to the mercy of the traffic. Designers might respond by saying that 'Rome wasn't built in a day' and they'd be correct. But it's never clear whether the lane will ever be created beyond those points, and it's cold comfort for

riders to cross an intersection and enter a roadway to suddenly discover no lane. Traffic immediately reverts to pulling closer to the left kerb, and guess who pays the price?

Finally, however, a bouquet to the cycle lane providers, especially where traffic tends to queue heavily at rush hour. In past times, many cars would queue very close to the left-hand kerb, but bike lanes now force cars out into their lane, allowing cyclists to move quickly and easily along the roadway. Not only is it pleasant to travel this way, but allows the rider to observe all those drivers sitting, waiting, idling... and wondering why they don't get smart and start riding a bike!

John Bridgland,  
jbeditor@senet.com.au

Ed: On-road bicycle lanes are a key strategy in facilitating increased and safer cycling. Many around the city and State are incomplete or poorly maintained and policed (for parked cars and obstructions etc). PU invites member's feedback on problems with cycle lanes as well as those that work well. Photos welcome!



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## New revenue-raising opportunity!

It is frequently asserted that speed cameras are used as revenue raisers. Whether this is or isn't correct is not important because participation is optional. Red light cameras also raise revenue and I'd like to propose another revenue raiser, the bicycle lane camera. In my relatively short commute (~8km) I am fortunate to have a bicycle lane alongside the major arterial I need to use to access my workplace (Flinders Uni). Unfortunately, the bicycle lane is the subject of increasing encroachment that threatens my safety. Recently on the bike lane I've had motorcyclists squeeze past me and buses brush past me. I've also been forced onto the road by vehicles standing in the lane whilst they use their phones. Obviously they think stopping in a bicycle lane is less of an offence that

using the mobile whilst driving.

The accompanying image and those on page 1 show why I'd like the first bicycle lane cam installed on the City-bound side of South Road, facing south from Science Park. Any other nominations?



Harry Owen  
owen01@ozemail.com.au



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## Tea Tree Tourers Club

The inaugural meeting to form a new cycle touring group will be held Wednesday 19th November 2003 at 6-30pm at Linden Park Primary School, 14 Hay Road, Linden Park.

Check the website <http://www.teatreetourers.com/> to see the

sort of activities we do.  
Everybody welcome.

From Mary and Alan Capell



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## Speed kills (?)

Around a century ago there was a popular belief that reaching a speed of 100 km/h would be impossible because the blood would boil. What an absurd idea, we may say today. In honesty, I draw exactly this same conclusion about the present day preaching of our decision makers, that speed kills.

Whether 'speed kills' is an argument for revenue-raising, or a genuine attempt to improve safety, I treat speed only as a safety issue. Unskilled people, and people with the wrong attitude behind the wheel, are what kill, not speed. Unintelligent policies add to the problems, because people tend to ignore unwise rules.

On some roads, in some cars, excellently skilled drivers can drive safely at about twice the speed limit. They do so much more safely than those who hover around the speed limit, and were never supposed to be allowed to drive. Yet our current rules, lacking any intelligence, indiscriminately limit (or allow) one speed for all, in all circumstances, even if it is clearly inappropriate. This eliminates the use of intelligence and responsibility by the driver.

Problems with current rules:

Police can demand drivers travel at the speed limit, and can even enforce this by punishing for "slow driving". This is stupid, unlawful, illegal and dangerous, it is a criminal

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practice. It is doubly wrong, because the same police also punish for driving over the limit. · When limit does not mean limit at all, it is very confusing to drivers, and it teaches the public to ignore the rule-makers · this indiscriminate rule makes a perfect licence to kill. It gives an automatic excuse: “I’ve been driving within the limit so I am not responsible for killing”.

In many cases it is safe to drive through a school crossing or in other places much faster than the limit dictates but, the rule says... There are situations when it is not only appropriate, but advisable, to use as much speed as you can, in the name of safety, but when you do it, you may end up a criminal. One such situation is overtaking. Without going into details, it should be done as quickly as practicable. The rules of current speed limits are rigid, and so is punishment.

I propose we introduce a flexible rule of safe speed, the rule that has been in use in Europe (excluding the UK) with great success. The Australian rule concentrates on the figures (km/h), but the European rule concentrates on safety, hence the name. The most important single rule, making a huge difference in safety, is this, and all drivers must know it by heart. **“In any given situation and conditions, the safe speed is the speed at which driver can stop to prevent a crash.” If a crash happens, the driver is automatically guilty of breaking the safe speed rule, because the driver failed to stop to prevent the crash.** There are rare exceptions with unavoidable crashes, but they are beyond the scope of this paper.

Such a rule of safe speed would simplify the limits for example we would need just one limit in metropolitan areas,

of 50 or 60 km/h, whatever the research finds appropriate. Serious consequences for killing or injuring on the road must be introduced. Many experts on road safety have pointed out to me that the Government encourages [maybe passively] people to drive dangerously, by automatically treating crashes as accidents. At present, the only consequences for killing or injuring, are filling another insurance form, paying an excess, and an eventual interview with the police. Lost life or injury is irrelevant. Those experts call for causing death on the road to be treated in the same way as causing death in other situations like in a pub, at home, at work etc. I do not think that treating other road users, particularly cyclists or pedestrians, like chickens in some advertisements, is responsible road safety management. Indeed, many advertisements do just this, with government’s blessing - these are advertisements in which speed and stupidity are encouraged.

We should move to the spirit (essence) of the issue, not the letter (on the one hand, punishment for not doing wrong, and on the other, an excuse for no punishment in the case of a serious crash). Drivers must be made responsible for all their actions. If an indiscriminate speed limit should apply, it should be according to the mass of the vehicle, and the possible damage it could cause in a crash: 20 km/h below general limit for heavy vehicles >3.5 tons, and no restrictions for pedestrians and cyclists.

Adelaide 15 September, 2003 Michal Kinasz

Michael suggests a new approach to managing hazards associated with dangerous driving. Your comments are welcome! Ed.



## TRAVEL WARNING FOR CYCLISTS – SARFS OUTBREAK

### Background

SARFS or *Seriously Aggressive Rogue Fourwheeldrive Syndrome* is a life-threatening condition that develops over four stages:

- i. Marketing exploitation of human urges to conquer, reproduce and protect leads to desensitization and unchallenged introduction of debatable vehicle design.
- ii. Purchasers of four wheel drive vehicles (FWDs) go through an incubation period of new car euphoria before displaying symptoms of intermittent driving blindness.
- iii. Infected FWD drivers fail to treat the symptoms seriously until proximity to cyclists acts as a catalyst for behavioural change.
- iv. The drivers ignore the presence of cyclists who become physically immobilized by prognostic fright or from actually occurring contact with the FWD.

### Description of Symptoms

Infected drivers of FWDs exhibit their symptoms of blindness in four ways. This curious recurrence of the number “4” is worthy of further research but funding priority is influenced by mainstream motorists who consider cyclists the primary cause of infection.

#### Symptom 1: Left pillar blindness

FWDs are encumbered with excess metal cladding to give

prospective purchasers the impression of bulk and substance. This marketing of “bigger is safer” has spawned abnormally large window pillars and mega-size headrests.

#### a) Primary symptoms for the FWD driver

Drivers are blind to the area behind their left rear corner and reverse with confidence into their chosen parking spot, crossing the bike lane and any cyclist travelling in it.

Middle pillar/headrest blindness induces drivers to also cross the path of cyclists in the lane to their left. If approaching traffic lights, to gain advantage in the green light race-off, drivers may also make split-second no-looking decisions to move to the inside lane.

#### b) Secondary symptoms for the cyclist

A one-sided encounter that deposits the cyclist in the gutter or encourages an intimate attachment to the bumper of the following vehicle.

#### Symptom 2: Rear window blindness

FWDs have cavernous interiors but hang their gargantuan ‘desert-dueler’ spare wheels outside the rear door/window in a display that boasts of off-road prowess and overland outback odysseys. Unfortunately the binocular optics of FWD side mirrors scan the distant horizon for approaching dust-storms and are no substitute for a blocked rear window.

#### a) Primary symptoms for the FWD driver

The classic symptom of this blindness is backing out of

cont'd next page

driveways in a “go before you look” approach. Some evidence suggests that drivers close their eyes during this manoeuvre, compensating for lack of vision by listening intently for any tell-tale horn blast or screech of brakes.

**b) Secondary symptoms for the cyclist**

Cycle bells produce insufficient decibels to alert blind reversers and the resulting contact moves the cyclist sideways into the roadway. Left leg fractures are indicative of the FWD contact whereas tyre tread impressions across the cyclist’s back could provide valuable forensic evidence as to the cause of other injuries.

**Symptom 3: Dashboard design blindness**

Ergonomics have been discarded in the FWD cabin in order to engineer an illusion of status and superiority. Drivers sit high above the dashboard and the speedometer is discreetly located somewhere between the climate control display, global satellite positioning readout and incline angle warning device.

However, Jungian psychologists argue that ignorance of vehicle speed is not caused by dashboard design blindness but by a socially-accepted predisposition rooted deep in the collective unconscious. Archetypes of the swift hunter may yet still roam the uncharted prairies of the modern mind.

**a) Primary symptoms for the FWD driver**

The symptoms of excessive speed are numerous, and the list grows daily as drivers with different gene patterns buy FWDs. Common examples include crossing the centre line while negotiating curves in the Adelaide Hills, lurching onto the wrong side of the road when turning corners of suburban streets, and swaying their attached caravans or horse-floats as they suddenly overtake from tail-gating mode onto the other side of the clear road (clear except for the unseen cyclist that is).

**b) Secondary symptoms for the cyclist**

This form of blindness can result in head-on contact between defenceless cyclists and the bull-barred bonnet bearing down on them. Alertness and agility may avoid fatal contact and leaping off the bike seems the only recourse to prevent major life-disruption. With arm stretched out in futile attempt to cushion their fall, victims often feel quite detached in the brief moments following take-off and observe with clinical preciseness the crisp clean sound of their collar bone snapping on landing.

**Symptom 4: Isolation blindness**

Most insidious of all is the sensory diversion that dulls drivers’ awareness. Cocooned in a padded metal box insulated from road noise, soothed by multi-speaker music or the drone of talk-back trivia, animatedly engaged in a hands-not-free conversation, the outside world struggles to attract their attention.

**a) Primary symptoms for the FWD driver**

Isolated drivers experience abnormally low modulation of their cerebral cortex in response to external stimuli. Malfunction of their optical receptors is readily identified by such post-contact expressions as “I didn’t know my left mirror stuck out so much”, “you weren’t there when I looked” and “the cycle jumped out in front of me”.

**b) Secondary symptoms for the cyclist**

Not being seen is damaging to self-esteem. Having ones explanations rejected is a devaluing experience. Being left alone by the roadside to pick up the pieces of ones faithful two-wheeler opens cracks in the once-solid fabric of predictable existence. Of course the lucky ones skip this phase and go straight into the ambulance!

**Recommendations**

- i. Cyclists are advised to exercise caution in the vicinity of moving FWDs.
- ii. Face masks and ant-viral sprays are ineffective and may limit cyclists’ ability to scream loudly when a FWD comes too close.
- iii. Cyclists should avoid kicking FWDs that get too close because the rebound effect may negate the cycle’s gyroscopic equilibrium and expose the rider’s unprotected skin to the gravitational pull of the bitumen.
- iv. Cycling past parked FWDs is unlikely to produce symptoms although smoke puffs from the exhaust pipe may indicate a potential risk of imminent movement.
- v. Drivers of FWDs can be approached safely when outside their vehicles, unless close contact has just occurred and their approach is for the purpose of self-justification and to set you straight regarding who is at fault.
- vi. Cyclists who also drive vehicles should be aware of the risk of ocular transmission of FWD driving behaviour caused by copying their example.

Alistair Powell



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**ADELAIDE CITY COUNCIL CYCLING SPENDING**

BISA understands that the Adelaide City Council has effectively cut their **ENTIRE CYCLING DEVELOPMENT BUDGET** for the 2003-04 financial year.

We are told that BikeSouth has offered the Council 50% funding for a few projects and that Council staff intend applying for funds to support these from the Council’s Sept/October Council funding review. The aim is to at

least introduce bicycle lanes to reduce hazards on Frome St (mentioned in the President’s Report in this PU). BISA members are encouraged to write directly to their ACC Councilor or to the Mayor, Michael Harbison, to encourage the reversal of the ACC’s cut to their funding for cycling.

Sam Powrie, kabir@chariot.net.au.



## COASTAL PARK SOMERTON PARK HOLDFAST BAY UPDATE

The Broadway to Repton Road design concept plan endorsed by Council is currently out to public consultation until 17 October. There has been general support for the shared use path and one way traffic flow however respondents have made it clear that they will not tolerate high level plantings in landscaped areas and nodal points.

The next step of the process is as follows:-

Final concept design plan submitted to Council in November

2003.

Design documentation and drawings prepared for tender (December 2003 - February 2004)

Final design plans submitted to Council in March 2003.

Call of tenders for construction April 2004.

Construction (Repton Road to Whyte Street) May - July 2004.

Andrew Smith, Project Engineer



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### Something to Think About (from the BISA TSA Transport Plan submission)

：“...cycling is now widely perceived as being ‘dangerous’, and policies for promoting cycle use are nearly all ‘danger’ based, believing that it is necessary to be seen to reduce danger in order to encourage more people to cycle. Hence the widespread emphasis on segregated facilities, so that people can cycle away from traffic...”

but...

“Efficiency and comfort are probably more important in getting people to cycle than safety, whatever opinion surveys may suggest. People won’t swap the comfort of a car to ride on a shoddy, narrow, converted footway, with difficulties at every junction, just because it avoids traffic most of the way... Policies should seek to enable competent and skilful cycling and be aimed at those most likely to change mode and cycle confidently.”

from: ‘Enabling and Encouraging People to Cycle’.

John Franklin, Cambridge Cycling Campaign, Oct. ‘99.

[www.camcycle.org.uk](http://www.camcycle.org.uk)

and...

“Experienced cyclists already know that the road system is by far the safest national cycle network that will ever exist. Cyclists and drivers are not enemies; each has something to offer the other in a civilised road environment. Cyclists should tackle the risks just as in a car, by acquiring a high standard of road craft”

and of course...

“The more cyclists there are, the more presence they have, the less individual danger there is”.

from: ‘Three Lessons for a Better Cycling Future’

Malcolm Wardlaw.

British Medical Journal, V321, 23-30, Dec 2000.

[www.bmj.com](http://www.bmj.com)



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### Mutual Care & Consideration Mantra for a Safe Journey in Delhi India

**Motorists should know that**

**Cyclists**

- Are more vulnerable than motorists. Rain, wind and poor visibility make condition worse for cyclists.
- Can feel threatened by inconsiderate driving. They have a right to space on road and need extra space at junctions and roundabouts where cars and other bigger vehicles change speed, position and direction.
- Ride away from the kerb to avoid drains, potholes and debris; to be seen as they come to junctions with side roads and to discourage drivers from squeezing past when the road is too narrow.
- Turning right needs extra consideration from motorists especially on multi-lane roads with fast moving traffic.
- Are sometimes forced into faster traffic by vehicles parked in cycle lanes, at junctions or on double yellow lines.
- Are also dazzled by full-beam headlights

- Can move as fast as 20 miles per hour or more

**Hence motorist should**

- Expect to see cyclists and take care.
- Slow down and drive smoothly, keep within speed limits and expect sudden movements by cyclists and give proper signals.
- Give them half a car’s width space and never force past them.
- Exercise patience with them because a few seconds for cyclist hardly affects the total journey time.
- Park the vehicle considerately, always looking for cyclists before opening a car door.
- Dip the headlights at night.
- Expect fast moving cyclists adjacent to their vehicles.

<http://www.delhitrafficpolice.nic.in/safety.htm#a3>

**If Delhi can get it Right, why can’t Adelaide and South Australia?!?**



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### Cycling for Pleasure Rides

A file of the latest rides program has not yet been sent to the editor, so no information is in this issue. Similarly the information is not on line either.

For rides information contact a member or

PRESIDENT: Jilden Reichardt 8370 8011 or

SECRETARY: Richard Rowland 8260 1742,  
24 Tindall Rd Enfield 5085 or

RIDES CO-ORDINATOR: Helen Stephens 8356 1607

In the near future it is likely that CPG and Tea Tree Tourers will ride on alternate Sundays.



## Bicycle User Group (BUG) Contacts

Council Area/Organisation	Contact Person	Home	Work
Adelaide	Mia Crowther		8203 7676
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
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
Regency Inst of TAFE	Michael Southren		8348 4549
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
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 fell due in May. Subscribe and help BISA work towards better cycling in SA**

### BISA membership form

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

Membership includes Third Party insurance.

<input type="checkbox"/>				Yes, I want to join BISA. My membership will include third party personal and property insurance, free legal advice on cycling matters, subscription to Australian Cyclist magazine and Pedal Update newsletter.			
<input type="checkbox"/>				Membership renewal (please include any corrections to your address, etc.)			
(tick box)	1 year	2 years	Name				
Individual	\$35	\$68	Address				
Household	\$45	\$85		Post Code			
Organisation	\$50	\$95	Phone(w)	Phone(h)			
Concession	\$30	n/a	Email :-				
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, letter writing, political skills, etc.)							

Bicycle Institute of South Australia Inc



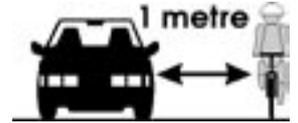
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