



# Pedal Update

No 159, Mar-Apr 2004

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Presentataion of Life Membership to Diana Laidlaw at BISA's 30th Anniversary Dinner



See Page 4 for more on 'Adelaide the Cyclist'

## Calendar

**10 March Annual General Meeting** 7 pm, Conservation Centre, 120 Wakefield St Adelaide

**28 March Unley the Way to go Fair**, Sunday, volunteers needed for BUG display. Contact Ashley Campbell 8297 6249

**14 April Business meeting - All Welcome**

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

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## Pedal Update

Pedal Update is the newsletter of the Bicycle Institute of South Australia Inc., and is published six times per year. BISA is incorporated in South Australia and is a member body of the Bicycle Federation of Australia.



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

**BISA on the Web: [www.bisa.asn.au](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)
Vice President	Sam Powrie	8449 9902
Secretary	Graham Day	8271 5824
Treasurer	Ian Graham	-
Engineering	Hans Penning	8261 5222
Public Officer	Bruce Lee	8362 0272
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Editor 'Pedal Update'	Ian Fisk	8296 3350
General	Rose Boyd	8132 0308
	Kath Cooper	8339 3049
	Margaret Day	8271 5824
	Philip Henschke	8272 3718
	Alan Marriage	8296 5993

### The Last President's Report from Mike Kokkinn



In sitting down to write my last report to you, I feel great pressure to be profound, to leave you with something substantial, but that's not in my nature. I have always thought the really important issues should be treated lightly, like tiny birds in danger of being crushed. It's the detail and the trivia that demand serious attention and there are many people these days throwing their unimaginative weight into that job.

So what's important and amusing? It's most amusing that Minister Wright can cut the State Cycling Budget based on wrong information and never feel challenged or embarrassed. It's ludicrous to see motor vehicles dashing around like meat ants, turning our city into a rocky thoroughfare. It's side splitting to see the transport engineers and bureaucrats, toggled up and self-important talking about traffic FLOW. It's a recurring giggle to hear the warnings before the holidays from police and ministers and then to find the numbers of road deaths the same as last year. It's wonderfully funny that the authorities focus on holiday road deaths (even if you

slip on a banana peel on the pavement), but never mention the tenfold numbers of injuries. It's even more bizarre to see the media mindlessly following suit.

One can only laugh at the stupidity of it all.

Last time I visited my hometown in South Africa, I saw some anti-apartheid graffiti. It said: "The rocks will testify against you!". And so it will be with us bicycle advocates. We will be like the rain and the weeds. When all the antiquated motor vehicles lie rusting across the landscape we will take over the streets. And the rocks will testify against the traffic authorities of 2004.

My parting shot to you is: never to give up. Be like those persistent weeds. Remember, cycling is fun and it's healthy for you and your environment.

In closing this piece, I would like to thank two wonderful BISA committees who have worked tirelessly without much recognition and who have made me look good.

Good bye and good luck,

Mike Kokkinn



### A special thanks to the following Members who made donations during 2003

Yvonne Gisiger, QED Pty Ltd, Danielle Cantono & Rob Wartenhorst, David Derek Shelley & Kylie Van Hoesen, Maxi Starr, Susie Herzberg, Sandy & Brian Loffler, David Trebilock, Anthony Waite, Elinor Alexander, Andrea

Bell, Bronwyn Parker, Paul Leadbeter & family, Jon Ivar Skullerup, Bruce Steer, Andy & Rose Boyd, Sally Petersen, and Craig Walker.



### Contributors

Thanks to the contributors to this issue, including Mike Brisco, Allan Dickson, Ian Graham, Michael Kokkinn, Sam Powrie, Gwen Pye, Jonivar Skullerud, Danielle

Cantono and Rob Wartenhorst, Helen de Martino, Kelly Jones, Margaret Day, Ian Fisk, Kath Cooper, Rose Boyd, and Dennis Cox.



## BISA Annual General Meeting

**When:- 7pm Wednesday 10<sup>th</sup> March 2004**

**Where:- Conservation Centre**

120 Wakefield St Adelaide, front door entrance

**Guest Speaker Des Ryan**  
**Editor of the Messenger**



### Nominations for BISA Management Committee, 2004-2005.

Nominations are now open for election of the BISA Management Committee at the forthcoming March 10 2004 AGM. Nominations should be made by - and are only open to - current members. Forms must be signed by both the nominator and person being nominated! Nominations are invited for all positions on the Committee. Nominations can be accepted by the current Secretary in writing from the floor

at the AGM - but it helps a lot if they come in earlier!

A nomination form was included in the last edition of PU and should be returned to:-

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



### Conference Announcements

#### 'A Just and Sustainable South Australia'

University of Adelaide, 6-7<sup>th</sup> April, 2004.

Online registration at:-

[https://www.conlog.com.au/ei/getdemo.ei?id=226&s=\\_1550N3BWQ&key=](https://www.conlog.com.au/ei/getdemo.ei?id=226&s=_1550N3BWQ&key=)

or phone/e-mail for a registration form at 02 6281 6624

email [conference@conlog.com.au](mailto:conference@conlog.com.au) Registration closes 31<sup>st</sup> March 2004.

#### '27th Australasian Transport Research Forum 2004'

Adelaide, 29th September-1<sup>st</sup> October, 2004.

Contact the ATRF Organiser,

PO Box 1, Walkerville, SA, 5081.

Ph:- 08 8204 8742

E-mail:- [ATRF04@unisa.edu.au](mailto:ATRF04@unisa.edu.au)



### B-Doubles to Stretch?

The National Road Transport Commission (NRTC) has proposed that the maximum length of B-Double articulated trucks be increased to 20.6m trailing length dimension, an increase in overall length to 26m. The Regulatory Impact Statement has been released for comment and can be viewed on-line at the NRTC web site [nrtc@nrtc.gov.au](mailto:nrtc@nrtc.gov.au) - see Draft Regulatory Impact Statement - Length Limits for B-Doubles.

Cyclists really need to respond to this. If this proposal goes through, it could easily mean the death of intercity bicycle touring - as well as the deaths of many highway cyclists! An increase in trailer length naturally means an increase in lateral sway, meaning less room for cyclist safety!

Sam Powrie



### Continuing the Coastal Park Bike Way Consultation Process.

The consultants for this project have announced the next step in their community consultation process. They will be conducting workshops seeking views on the section from the Ozone Street Car Park to Henley Sailing Club.

Workshops will be advertised in local papers on 11th March.

Consultation workshops will be held 31<sup>st</sup> March: 6pm - 8.30pm, Henley Town Hall.

Questions? Please contact Margaret Howard on 8370 1504 or 8261 2884.



### Proposed Port Adelaide/Enfield Bike Plan

Anthony Rowe, Port/Enfield Council has recently announced (in correspondence to BISA members) that 'in 2004-05 the Council will be undertaking a comprehensive Bike Plan... to examine opportunities to further develop its network both for recreation as well as providing an alternative mode for commuting transport.'

The Port/Enfield BUG will watch the development of this plan with interest and will certainly take every opportunity for input.

Those interested can contact Mr. Rowe at Ph: 08 8405 6727

Email: [arowe@portenf.sa.gov.au](mailto:arowe@portenf.sa.gov.au)

Sam Powrie



## Bisa's 30th Anniversary Dinner!

On Friday, January 30<sup>th</sup> at BISA's 30<sup>th</sup> anniversary celebration, Rose Boyd and Danielle Cantono quizzed a captive audience on their all-around bicycle knowledge. The first person with the correct answer to each question won a catchy sticker to adorn their mount and some McLaren Vale peaches for the ride home.

For those of you unable to attend, we thought we would include the quiz questions in this edition of the PU so you could see how well your cycling knowledge stacks up.



All that attended the dinner enjoyed themselves, especially testing the deserts!

Although you won't win a formal prize, you'll be guaranteed a smile and might just learn something. Answers are on page 7.

- Danielle Cantono & Rob Wartenhorst

### BISA's BICYCLE QUIZ QUESTIONS

- Q1: In which country was the bicycle as we know it (with pedals) invented?
- Q2: Which person invented the air-filled or pneumatic tyre for bicycles? A hint is that his name is now associated with a famous tyre brand.
- Q3: Which person (who shares the same name as a notable Australian) owns the world speed record on a bicycle?
- Q4: What year was the inaugural Tour Down Under and who was the winner?
- Q5: Five people have won the Tour de France five times. Name two of them and the country they come from.
- Q6: Which country has won the most Tour de Frances?
- Q7: Approximately how many bicycles are there in China?  
A. 2 billion B. 1 billion C. 500 million D. 200 million
- Q8: Who was the first president of BISA?
- Q9: When and where are BISA meetings held?
- Q10: What is the length of the River Torrens Linear Park trail?
- Q11: In which suburbs does the Adelaide Southern Veloway/ Shared Track begin and End?



Kelly Jones has developed a series of Cartoons about “**ADELAIDE the cyclist**”

They aim to encourage more to try cycling, especially youth.

For more information contact Kelly at: - [kelly.l.jones@student.adelaide.edu.au](mailto:kelly.l.jones@student.adelaide.edu.au)



## How can members help BISA in the 30<sup>th</sup> year since advocacy began in 1974 in S. A.?

There are many ways, including writing articles for our newsletter, writing letters to politicians and Local Government, helping those who are restoring bicycles for refugees, donating money, encouraging others to join the association, offering your particular skills, giving a membership as a gift, encouraging others to use bicycles for transport, pushing for better facilities for cyclists, promoting the health benefits of cycling, celebrating the fun of cycling.

Swift, clean and quiet Cycling's a riot. More folk should try it. A gift will be given to all who introduce a new member in 2004.

A gift will be given to all who submit an article or photo for Pedal Update. We can work for 30 new signs on River Torrens Linear Park. We can ride 30 days each month. We can ride 30 kms each day. We can ride 30 minutes each day.

We can lobby for 30km/h to make suburban streets safer for children. Any member who celebrates a 30<sup>th</sup> birthday in 2004 could get a free membership. Any members who celebrate their 30<sup>th</sup> wedding anniversary could get a free membership.

BISA held its 30<sup>th</sup> anniversary dinner party on 30 January with a full house and long waiting list.

The 30<sup>th</sup> AGM on 10 March is the time to show support for the hard working committee.

If you have some good ideas, please come to express them. BISA thanks the Pedal Deliverers again for their wonderful help each two months, taking magazines and newsletters to all members. If you do not know who your deliverer is, please ask, so you can give your personal thanks.

This service allows us to maintain lower subscriptions than would otherwise be possible.

Some of these people have been listed annually for many years Gold stars to Graham Brown, Margy Carty, Kath Cooper, Dennis Cox, Graham Day, Margaret Day, Ray Deed, Allan Dickson, Bryan Forbes, Scott Hamon, Kathy Haskard, Peter Hughes, Stephen Janes, Brian Jenkins, Paul Jewell, Dennis Jury, Janet Kelly, Bruce Lee, Ken Macdonald, Deb Martin, Greg Martin, Geoff Monaghan, Rod Munro, Christoph Neumann, Andrew Newhouse, Michael Noske, Clive Palfrey, Ed Pindral, Richard Rowland, Rodney Stevenson, Colin Twelftree, Gerry Velaitis, Mike Watters, Peter Whiting, Elaine Whitham, David Wilson and David Zilm.



### Letter Box Lament

With apologies to a well known dreamer, I have a dream that one day all letter boxes will be equal. (able to take a size A4 envelope)

That one day they will be sensibly constructed, so that items inserted in the slot do not fall straight out the back.

That one day they will be waterproof and easily accessible.

That one day they will all have the house numbers clearly displayed thereon.

That one day letter box makers, and some householders are compelled to spend some time delivering letters and packets.

You dear "Cyclist" deliverer will have noticed that letterboxes come in all sizes. Some you can even put letters in, small ones that is. Some you may even be able to find, hidden among the shrubbery as they may be. Some, but not many, you may be able to squeeze the "Cyclist" in un-mutilated.

But dream on dear deliverer. One day !!!

P.P.P.S. (Pity Poor Postie Sufferers.) Dennis Cox



### City of Unley 40km/h City-Wide Speed Limit (reprinted from the BFA-OZ list)

The City of Unley in South Australia became the first Council in Australia to introduce a City-Wide speed limit of 40km/h along residential streets on 1 January 1999.

A recent analysis of the scheme completed by the University of South Australia's Transport Systems Centre found that Unley has gained an overall road network that has become relatively safer than the Adelaide metro area as a whole. Total crash numbers have fallen by around 17%, in absolute terms, on roads whose limit has been reduced, while serious injuries on Unley roads have fallen by about 15%.

Reducing the speed of motor vehicles is one of the most effective ways of improving the safety and amenity of cycling. Reducing speed:-

- reduces the risk of motor vehicle crashes;

[http://www.unley.sa.gov.au/site/page.cfm?area\\_id=10&nav\\_id=561](http://www.unley.sa.gov.au/site/page.cfm?area_id=10&nav_id=561)

[http://www.unley.sa.gov.au/site/page.cfm?area\\_id=10&nav\\_id=561](http://www.unley.sa.gov.au/site/page.cfm?area_id=10&nav_id=561)

[http://www.unley.sa.gov.au/site/page.cfm?area\\_id=10&nav\\_id=576](http://www.unley.sa.gov.au/site/page.cfm?area_id=10&nav_id=576)

[http://www.unley.sa.gov.au/site/page.cfm?area\\_id=10&nav\\_id=576](http://www.unley.sa.gov.au/site/page.cfm?area_id=10&nav_id=576)

- reduces the severity of the remaining crashes (80% of pedestrians or cyclists hit by a car travelling at 50km/h are killed, compared with only 10% at 30km/h);

- increases the field of vision of drivers, making cyclists at the sides of the road more likely to be seen;

- makes it easier to get a sufficient gap to cross roads, thereby also making backstreet routes more viable; and

- increases the amount of cycling and walking since slower traffic is less threatening to people cycling and walking.

For more information regarding the City of Unley's 40km/h City-Wide Speed Limit and to download reports that have evaluated the effectiveness of the City-Wide Limit, check out the following links:-

Sam Powrie



## Bikes for Refugees.

A big “thank you” to all BISA members who responded so generously.

Before Christmas, a BISA member heard of 4 people from Africa who arrived recently under the refugee resettlement program, and were keen to cycle here. He asked the Committee to help find bikes for them. We had a few bikes ourselves, and also put out an appeal. BISA members responded generously with offers of help and offers of bikes. Bikes #1 and #2 were fully equipped his & hers commuter bikes about 20 years old; Bike #3, a member bought at a church fete. Bike #4 was a good TREK bike, and the owner gave us permission to sell it to cover expenses ( \$35/ bike) and to buy more bikes. Bikes #5 and #6 were ladies bikes hardly used, picked up for \$20 each at a garage sale.

So the week-end before Christmas, we were able to hand over three bikes, and the fourth in January. Each person got: a bike that was ready to ride; a helmet, panniers or rack, lock plus cable; puncture kits, a rear light, a few tools, and a pump. They could use the bike immediately to travel to the shops, into town, etc. We’ve been told the recipients are very appreciative, and certainly on the day, there were a few broad smiles around - so BISA members who helped have done a

good job here.

After the hand-over, we got some extra offers of bikes, and we contacted the Australian Refugee Association (ARA) to see if they needed any. ARA is one of the main Adelaide organizations that helps refugees, often by providing support, household goods, etc - the type of assistance people need to get settled here and to make a new life. That assistance is much needed, as the Federal government does no more than meet the bare minimum (food, housing and language classes). ARA accept household goods to pass on to new arrivals, and were keen to have bikes in good condition. So we’ve let people know, collected the extra bikes, and this week-end a few of us will be checking them over, ready to hand on.

So once again, thanks to BISA members who responded so quickly; I can assure you that the gifts of bicycles have been appreciated, and they will help people get settled here. If you still have a bike that is in good condition and which needs a good home, it’s not too late to let me know, as we’ll be doing another delivery to ARA later in the year. You can phone me at home, (8365 7489).

Mike Brisco.



## BISA at meeting for Prospect Council Bike Plan Review.

Long-time BISA members may recall that several years ago BISA was instrumental in the development of Prospect’s first Bike Plan. Several Councils have come and gone, and the current Council have decided to renew their approach. In December Sam Powrie met with Fay Patterson and colleagues from QED plus several staff from the Prospect Council and the Office of Walking and Cycling. The purpose was for Fay to deliver the preliminary results of her studies of cycling patterns, problems and potentials within the Prospect City Council Area.

Quite a range of issues were presented, including:

- existing cycling travel patterns and counts
- access and passage problems
- barriers to cycle flow
- needs and opportunities for future cycling development.

She discussed possibilities for linkages to other Council areas and for through-routes for commuters travelling North beyond Prospect as well as the potential for recreational routes.

She and the Council staff present told us that Prospect Council has endorsed a recommendation to TSA that parking be

removed on a 900 metre section of Prospect Rd, one lane only each way, with bike lanes to operate in lieu of and concurrent with the existing clearways! Various other changes have been endorsed including a reduction of speed limits on Prospect Rd to 50km/h!

These look like very positive and sensible moves from Prospect Council. BISA will contribute further to this exciting planning process by:-

- ensuring we have a presence at future meetings
- coordinating input to and involvement of Prospect-based cyclists (there will be further consultation processes early next year)
- being involved in the drafting of the Bike Plan.

Cyclists interested in contributing to the planning process should contact Sam Powrie at kabir@chariot.net.au (or phone BISA), Fay Patterson at QED (Fay@qedecisions.com.au) or the Prospect Council

Sam Powrie



## Response from Michael Wright, Minister of Transport

On the 5th of January BISA received a letter from the Minister of Transport acknowledging concerns we had expressed in April 2003 about TransportSA’s retention of 60km/h (or higher) limits on many of Adelaide’s arterial roads that are heavily used by cyclists (such as Anzac Highway, Payneham Rd etc). BISA has argued strongly that a reduction to 50km/h (in line with all scientific studies) occur on these roads. Minister Wright stated that:-

- ‘possible future options for lowering the limit on some parts of the arterial network are being examined’
- ‘...I have advised ...[DTUP]... that it needs to ensure that BISA is approached to provide input into relevant road initiatives on an ongoing basis’. We await developments....(note DTUP is Department of Transport and Urban Planning)

Sam Powrie



## How can children obtain their freedom?

The training that enabled me, at 66 years of age, to complete Paris-Brest-Paris began 61 years ago. Walking, then cycling, to school and being in a typical cub pack and scout group. My friends and I had far more unsupervised time than children get now. The health gained by returning to cycling 30 years ago is miniscule compared to what I had obtained before I was 16!

My parents had no motorcar until I was 12 years old and most of my friends' families did not have cars until even later. The promotion of cars has made cycling and walking extra-

curricular instead of the norm and consequently exercise ie HEALTH is now extra-curricular instead of the norm. Fortunately BISA's work is regaining cyclists' rights at a much faster rate than they were lost. Getting our parliaments working properly would regain our rights even faster.

Meanwhile, parents should cycle instead of driving as much as possible and ask themselves, "Is my child getting enough freedom?"

Allan Dickson



## European 5th Directive and Enhanced Driver Responsibility

In BISA's submission to the Draft SA Transport Plan and then in our more recent submissions to the Road Safety Advisory Council, we put forward a demand for increased driver duty-of-care regarding the safety of vulnerable road users - pedestrians and cyclists. We suggested two ways this could be achieved:-

1. We recommended that SA drivers be held responsible for all injuries they inflict on pedestrians and cyclists, irrespective of who is apparently in the wrong. We pointed out that this arrangement has already been operating satisfactorily in several European countries for some time (see Jonivar Skullerud's comments in this issue on the Norwegian provisions) and that it was a 'no-cost' and easily established change to law, likely to have an immediate and lasting positive effect on current driver behaviours (using mobile phones, 'dooring' cyclists etc), with direct positive outcomes for the safety of pedestrians and cyclists.
2. We also recommended consideration of the proposal in the Draft EU 'Fifth Motoring Directive'. This would have required that all compensation required for pedestrians and cyclists injured by collisions with cars automatically be provided from the motorist's own insurance policy! The rationale put to the EU parliament was that:-

- the motorists were most often at fault
- the pedestrians and cyclists virtually always suffered by far the greater levels of injury
- such an arrangement would have most easily achieved the consistency in compensation provision sought throughout the EU countries.

This insurance proposal to the EU Parliament has unfortunately recently been defeated (see [http://www.biketrade.co.uk/motorcycle\\_news\\_reviews](http://www.biketrade.co.uk/motorcycle_news_reviews)). The Parliament has instead directed individual EU countries to establish their own National duty-of-care/insurance regulations to achieve a similar consistent outcome - perhaps following the Norwegian 'objective liability' example described by Jonivar. As he says, it is a legal arrangement of long standing that 'ensures that the motorist bears the [insurance compensation] burden in virtually all cases'. One hopes that they follow through with this and set an example for Australia!

Duty-of-care of the more-dangerous towards the more-vulnerable is clearly an important principle that is lacking in our current road laws. Overseas experience and evidence clearly suggests that we should continue to propose it to Government as a key strategy in enhancing road safety.

Sam Powrie.



## South Australia's Transport Plan Update

For those waiting with bated breath, word has it that the much awaited South Australia Sustainable Transport Plan will be released in March. The draft Transport Plan (March 2003) in fact suggested that the final document would be released at a State Transport Conference though this has not as yet been announced. Various 'little birds' have also suggested

that S.A.'s State Bicycle Fund, effectively terminated in the 2003 funding cuts, may be reinstated for 2004-05. Members will recall that BISA called for (amongst other things) a much more realistic and adequate level of cycling development funding, congruent at least with per capita levels from NSW and WA. We'll have to wait and see. Sam Powrie



## BISA's BICYCLE QUIZ ANSWERS

- A1: In 1840, a blacksmith by the name of Kirkpatrick MacMillan created it in Scotland.
- A2: In 1888, John Dunlop .
- A3: In 1985, an American named John Howard reached 245.08 km/h (154 mph), cycling in the slipstream of a specially designed car.
- A4: 1999, Stuart O'Grady
- A5: Lance Armstrong – USA, Miquel Indurain – Spain, Bernard Hinault – France, Eddy Merckx – Belgium, Jacques Anquetil – France.
- A6: France has won it 36 times, followed by Belgium 18, Italy 9, and Spain 8 times.

A7: C: 500 million

A8: Hans Penning

A9: Meetings are held every 2nd Wednesday of the month at the South Australian Conservation Council. Come along next time if you are free!

A10: 37 kilometers

A11: It begins in Sturt close by the junction of Marion & South Roads and ends in Noarlunga, close to the intersection of Main South Road and River Road. After that it connects to an off-road cycle path which brings you all the way to Willunga.



## Cycling for Pleasure Rides

### March 14 Down South

Meet at Brighton Station at 10.00am (9.34 train from Adelaide) and head South with Eric. Ph: 8377 0639

### March 28 Mystery Ride

A mostly flat ride somewhere around the city. Meet at Victoria Sq at 10.00am. Dennis C Ph: 8296 7928

### April 11 Easter Sunday

Ride up Shepherds Hill Rd for a picnic in Belair National Park. BYO lunch. About 30km. Meet at Oaklands Station Car park at 10.30am. Helen de M Ph: 8293 2897

### April 25 Big Hills and Dirt

An Anzac Day ride around the Gawler region. Plenty of hills

and dirt roads.

Meet at Gawler Central Station at 10.00am. The 8.50 train from Adelaide gets there in plenty of time. Jilden Ph: 8370 8011

### May 9 Lenswood to Lobethal

Some bitumen, some flat. Meet at the Lenswood Cold Stores on Cold Store Rd, Lenswood at 10.00am. Phil Ph: 8390 3005

### May 14 to 17 Long Weekend Away

3 days cycling around the the Mt Gambier area. For details phone Jilden on 8370 8011

Website :- [www.cyclingforpleasure.org](http://www.cyclingforpleasure.org)



## Tea Tree Tourers Rides

### Wednesday 3<sup>rd</sup> March – CLUB MEETING

Meet 7.30 pm at Linden Park Primary School, 14 Hay Road Linden Park. David Foster will talk about cycling along The River Inn

### Sunday 7<sup>th</sup> March - TRACKS AND TRAILS McLAREN VALE

Meet 9.30 am Chapman Park, Main Road McLaren Vale. Distance about 40 km – Speed Leisurely. Mainly dirt roads. Ride cancelled if forecast over 35c. BYO food and drinks. Ph: Gwen Pye 85385221

### Sunday 7<sup>th</sup> March – MODBURY CLASSIC AUDAX

Join other members of Tea Tree Tourers for this 100 km Audax ride. Entry fee of \$15.00 for non Audax Australia members. Meet 8.00 am at Tea Tree Plus, North East Road, Modbury. Ph: Tom Eltridge-Smith 83964610

### Sunday 21<sup>st</sup> March – TRAIN AND TRAIL

Catch the 9.02 train from Adelaide or meet at Noarlunga Centre Railway Station at 9.46 am for a 10.00 am start. A 40 – 50 km leisurely ride through the Southern Vales. BYO lunch or buy. Ph: David O'Loughlin 84311751

### 23<sup>rd</sup> March to 1<sup>st</sup> April - RIVERLAND TOUR

Cobdogla to McLaren Vale. An unsupported tour along the River Murray. For more details phone Alan or Mary 82637651

### Sunday 4<sup>th</sup> April – Full details to be advised

But Michael Dwyer will be leading a ride around Adelaide. Ph: 82940709

### Wednesday 7<sup>th</sup> April – CLUB MEETING

Meet 7.30 pm at Linden Park Primary School, 14 Hay Road Linden Park

Sid Winer will show slides and talk about cycling in South America.

### Easter Weekend 9<sup>th</sup>, 10<sup>th</sup> 11<sup>th</sup> & 12<sup>th</sup> April – The Spooky Gaol Tour

Ph: Locky Mac 82662319

### Sunday 18<sup>th</sup> April – ADELAIDE HILLS

Meet 9.30 am Belair Railway Station. A hilly ride of about 40 km but at a leisurely pace. BYO food and drinks. Ph: Helen de Martino 82932897

### Sunday 2<sup>nd</sup> May– TRACKS AND TRAILS AROUND ASHBOURNE

Meet at 9.30 am – Main Road Ashbourne. Distance about 40 km. Mainly dirt roads. Bring your own food and drinks (refreshments at “The Green Man”). Ph: Vicki or David 83706721

### Wednesday 5<sup>th</sup> May– CLUB MEETING

Meet 7.30pm Linden Park Primary School, 14 Hay Road Linden Park

### Camping Weekend May 15<sup>th</sup>, 16<sup>th</sup> & 17<sup>th</sup> – Strathalbyn Caravan Park

Saturday – Follow the Sandergrove Railway Line (good dirt). Sunday – Ride to Mount Barker Jazzfest (bitumen). Monday - Short ride around Strath before going home (bitumen and dirt). Dinner at a pub on Saturday night. Ph: Gwen 85385221

If you have a favourite ride or would like to lead a ride near your home please contact the rides co-ordinator Ph: Gwen 85385221

ALL OTHER RIDES PLEASE SEE WEBSITE [www.teatreetourers.com](http://www.teatreetourers.com)





## Dear Editor

Hi,

I received my (Jan-Feb) Pedal Update on Monday, and at first sight it looks very good, with lots of interesting bits. I especially liked the “thoughts”.

I am taking the opportunity to give a small piece of feedback I was going to do long ago, re the “Cyclist Safety in SA” in the Nov-Dec issue. On p.8, there are a couple of things to comments on:

1. You write about European standardised speed limits of 30, 40 and 50 km/h being implemented across northern Europe. However, I have lived in several countries in northern Europe, and I have never come across a 40km/h limit that I can recall. The standard urban speed limit has been 50 “since time immemorial”, and 30 has been introduced progressively in residential areas over the past 25 years, to the extent that it is now standard across much of the region. Cities like Graz have gone further and introduced it as the standard urban limit, but that is still a rarity.

### EU Speed Limits: Feedback on 40km/h.

In the last PU I suggested that the EU was seeking to establish a standard set of speed limits, including 40km/h. We received feedback from Jonivar Skullerud in Ireland [evidence of PU’s world wide reach! - Ed] that suggested that this was not quite the case. In particular Jonivar said, “I think it is worth informing your readers and members that the 40km/h limit you advocate in SA is actually HIGHER than the north European residential “standard”, which is 30!” Thanks for the feedback Jonivar - he is of course correct!

The EU agreed many years ago to ‘metricate’ all EU speed limits. Apart from the UK, this has resulted in the almost universal use across Europe of 30, 50, 70, 90 and higher limits. I think Malta is the only country using an ‘urban 40’!

See: [www.aaroadwatch.ie/eumotoring/speed.asp](http://www.aaroadwatch.ie/eumotoring/speed.asp) for a Europe-wide survey of speed limits.

There are currently a number of EU projects running to try to establish the best ways to permanently curb speeding and to lower speed limits across Europe. These projects are guided by several agreements including the Verona Declaration ([www.erf.be/content/article/detail/2590](http://www.erf.be/content/article/detail/2590)). This basically sets

### New Study Confirms Health Risks for Commuting by Car!

You think you’re suffering stuck behind that bus? A recent study by Dr Chris Rissel and associates from the Central Sydney Area Health Services has shown that car and bus commuters are exposed to significantly higher levels of BTEX (benzene, toluene, ethylbenzene and xylylene) and NO<sub>2</sub> (nitrogen dioxide) than train commuters, cyclists or pedestrians. Exposure to all these compounds is associated with health risks, including asthma and cancer. In a study in Central Sydney the highest levels of BTEX pollutants were encountered by people in cars. Train commuters recorded the lowest for BTEX and NO<sub>2</sub>, significantly lower than car users. Bus passengers experienced the highest NO<sub>2</sub> exposure. Pedestrians and cyclists were significantly better off for BTEX than car users and for NO<sub>2</sub> than bus passengers. So the message is clear - if you value your health, go by train, bike or footpath or combine these with bus travel. Leave the car at home if you can. Contact Dr. Chris Rissel, [criss@email.cs.nsw.gov.au](mailto:criss@email.cs.nsw.gov.au).

So I think it is worth informing your readers and members that the 40km/h limit you advocate in SA is actually HIGHER than the north European residential “standard”, which is 30!

2. You also mention the enhanced duty of care (objective liability on part of the motorist) but treat it as something of a novelty. In fact, in Norway this has been the law—under the name of objective liability—for as long certainly as I can recall. The point is explicitly made very clear in driver education; when I took my lessons some 15-odd years ago we were told the story of a driver convicted of manslaughter for hitting a pedestrian crossing the street on “red man” (i.e., the driver had a green light).

The objective liability provision is particularly important in terms of insurance, where it ensures that the motorist bears the burden in virtually all cases.

I hope these comments are of some use.

Cheers, Jonivar



out agreed actions by all participating EU countries aimed at curbing death and injury on EU roads. Reduction of speeding and establishing lower speed limits are part of this agreement. Why do we consider it useful and important to understand the directions of EU policies here in SA? Simply because the EU community generally appears much further down the track in appreciating the utility and benefits of cycling and the responsibilities planners bear for cyclist safety! Maybe we can learn from their experiences and avoid their mistakes!

BISA focussed on 40km/h as a universal urban (or ‘built-up area’) speed limit in our submission to the SA Transport Plan. We felt that the Unley-40 initiative (and similar ones from many other Councils around Australia) should be emulated much more frequently and actively supported. We felt that the 30km/h local limit would currently be seen as ‘unrealistic’ though we discussed it as a longer term goal. Obviously in the European cultural context, things are very different...!

Comments such as Jonivar’s are most welcome and helpful! They prompt us all to keep reading and understanding and asking the right questions. Keep them coming please!

Sam Powrie.



Tour Down Under shot from Kath Cooper



## Ron Shepherd, Cyclist 31/12/1934 - 13/1/2004

Ron Shepherd was the master touring cyclist. There was not a touring cyclist he did not touch. He was the driving force that brought back the bicycle to Melbourne, and the great bicycling boom that began in the early 1970s.

He will be best remembered for his remarkable work with gears. In the 1950s cyclists were fascinated only with high speed and, as for gears, if they even existed, they were the type that would go into a wristwatch. In 1956 when Ron was teaching in country Victoria he and his brother Barry put together the first bicycles with wide range double chain wheels in Australia. They used these bikes to ride all over Victoria and Tasmania.

He published a small magazine called The Low Gear Bulletin, which established his reputation around the world. In 1976 he led 33 Australians on a ride to celebrate the 200th birthday of the American Union States on a ride 7700 km across the USA. He advised all those taking part to install a third chain wheel and wide range gears so that they could get across the Rocky Mountains.

He was a founding member of the Bicycle Institute, later Bicycle Victoria, which began in 1974. After he returned from the big ride in the United States, he desperately wanted something similar for Victoria. He campaigned for Government assistance and it was through his enthusiasm that the Great Victorian Bike Ride was born. The first ride took place in 1984 with 2100 bicyclists. It became the biggest all assisted bike ride in the world and since then it has been copied all around Australia and New Zealand.

In 1984, to celebrate his 50th birthday he rode from Adelaide to Perth, 2880 km across the Nullarbor in 19 days at an average of 151 km a day. Ron wanted to say how wonderful it was, but he described it as "dead boring", not nearly as interesting as riding across America, Europe, Malaysia or the Australian Alps.

from Keith Dunstan, an old friend, rode with Ron Shepherd in the United States in 1976.

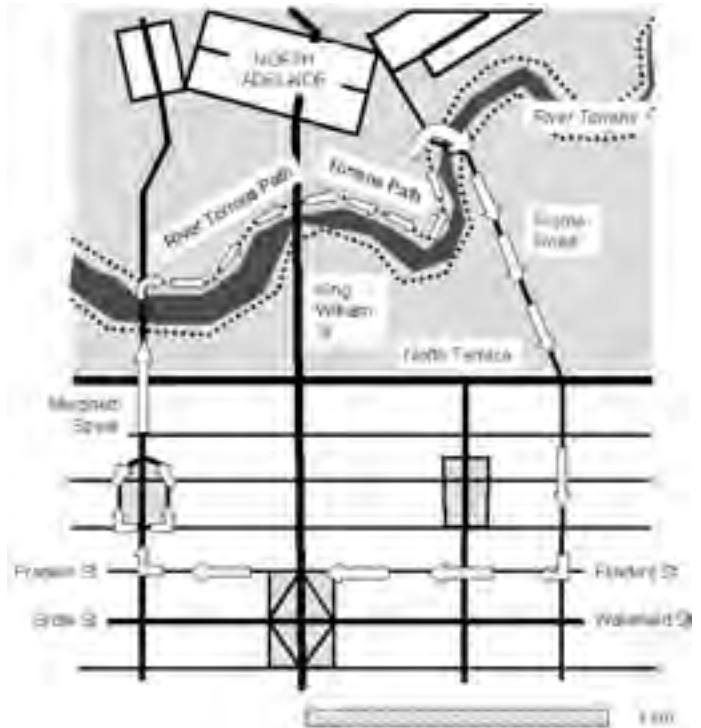
see our website for the full story.



## Proposed bike loop route for the Inner City

Adelaide City Council seems to be moving again on cycling facilities. BISA understands that one idea currently being considered, but in very early stages, is an inner city bike loop, to provide a circular route for efficient safe bike travel within the CBD, taking people very close to places they want to go. Adelaide's free bus services (99B and 99C, plus the City Council's bus), show that when inner city ring routes are established, and made easy to travel on, lots of people use them. The free buses provide a good service for pedestrians, shoppers, and for bus travellers. An established inner city bike loop would provide a good service for cyclists! Currently, cyclists who need to travel around the CBD, often have a confusing array of streets to think about, so an established bike route, with bike lanes and paths throughout its length, would be a great addition to the City.

The project is in very early stages, and a number of routes are being considered. One suggestion is that the loop could run along Franklin Street, Flinders Street, Frome Road, the Riverside bike paths, and then Montefiore Road back to Franklin St. That route currently has bike facilities over about half its length (roughly, Franklin St/Morphett St, clockwise, to Adelaide Zoo), so even at this stage it is worth bearing in mind, if you need to travel in the CBD. The attached map shows where the proposed route would run - for ease of reading I've shown it clockwise but of course it can be ridden in both directions. Mike Brisco.



## From the Net

### \* Bicycle and Walking Policies Launched

Western Australia's Sustainable Transport Coalition launches its positive agenda for reform to allow more people to walk and cycle.

[http://stcwa.org.au/journal/19Dec2003/1071393913\\_23821.html](http://stcwa.org.au/journal/19Dec2003/1071393913_23821.html)

### \* Road Safety Strategy

The WA Road Safety Strategy for 2003-2007 aims to reduce death and injury from road crashes through effective enforcement, education and planning. Priorities under the strategy are speed, alcohol and non-use of restraints together with the emerging issues of fatigue and drug driving. The strategy also address promotion of travel alternatives and transport-land use planning as means to improve road safety in WA.

[http://stcwa.org.au/journal/19Dec2003/1071393241\\_23105.html](http://stcwa.org.au/journal/19Dec2003/1071393241_23105.html)

from Sam Powrie



## Bicycle User Group (BUG) Contacts

Council Area/Organisation	Contact Person	Home	Work
Adelaide	Phil Hewitt		8203 7676
Adelaide Institute of TAFE	Yvonne Ladd		8207 8623
Burnside	David Wilson	8379 5682	
DSTO Edinburgh	Andrew Messner		8259 6168
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	Ben Wilson		8372 8853
NRG-Flinders/TerraGas HQ	Gerry Velatis		8372 1904
Onkaparinga	Darran Hampstead		0403 312 447
Port Adelaide	Brian Acland	8242 0866	
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!**

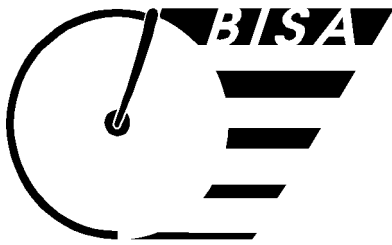
### BISA membership form

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

Membership includes Third Party insurance.

Yes, I want to join BISA. My membership will include third party personal and property insurance, free legal advice on cycling matters, subscription to Australian Cyclist magazine and Pedal Update newsletter.			
Membership renewal (please include any corrections to your address, etc.)			
(tick box)	1 year	2 years	Name
Individual	\$35	\$68	Address
Household	\$45	\$85	Post Code
Organisation	\$50	\$95	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



## Pedal Update

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One of Finland's wealthiest men was fined a record 170,000 euros (\$275,000) for speeding in Helsinki. The 27 year old heir to a sausage empire was caught doing 80km/h in a 40 zone. Finnish traffic fines are calculated on the offender's income and according to tax records, his 2002 earnings were 7 million euros. His fine surpasses the previous record of 80,000 euros paid by an internet mogul in 2000. (Weekend Australian, Feb 14 2004.)