



Pedal Update

No 163, Nov- Dec 2004

ISSN 1321-1870



Shared Path in Ireland. See National Review on page 8

See Page 9 and read the Draft BISA Position Statement on Mirrors for Cyclists



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Calendar

10 Nov Business meeting - All Welcome

8 Dec Business meeting - All Welcome

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

18 to 23 Jan 2005 Jacobs Creek Tour Down Under

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 (BFA).



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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: 8 Dec.

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

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

Road Hazards?

Call Transport SA: 1800 018 313

BISA Committee, 2004.

Committee Member	Role & Portfolio	Contact
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Alan Marriage	Secretary , Coastal Park project.	8296 5993
Ian Graham	Treasurer	
Mike Brisco	Web Manager	8365 7489
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Vacant Committee position	BUG Coordination, ACC Bike Plan.	
Vacant Committee position		
Kath Cooper		
Peter Good	Engineering	8331 7735
Alan Capell	Tea Tree Tourers appointed rep.	

Note: Vice Chair role is currently vacant, several portfolios yet to be allocated. Several BISA members have been co-opted to work with the Committee on key issues.

Chairperson's Report



Hello BISA Members,

The Committee has surveyed our membership on two major issues over the last couple of months - member's perception and experience of cycling safety and their opinions on BISA's ongoing structure and function. Mike Brisco has compiled an excellent draft report on the former which he will summarise in a future P.U. Suffice to say that for the Adelaide metropolitan area, risks of injury or death from cycling are quite low - around the same as the risks encountered in other areas of activity that people generally regard as safe. Nevertheless when a crash does occur, cyclists remain far more vulnerable to injury than motorists, and continue to be injured and die on SA roads. While not discounting cyclist's own responsibilities, crash reports indicate that by-and-large cyclist/car crashes and resulting injuries are usually due to the road behaviour of motorists. Most are therefore quite avoidable! This is not something that the Community can afford to tolerate! As promised in

the last P.U., BISA has developed a Draft Cycling Safety Strategy which it will put to the Minister and the Office of Cycling & Walking and make available to members ASAP.

The second survey of membership opinion on issues such as retaining the 3rd party insurance and membership fees has proved inconclusive despite an excellent response. Although strong opinions were voiced on all the questions we put to members, the bottom line for those elected to the Committee remains their responsibility for ensuring BISA's capacity to deliver effective representation and advocacy into the future. The current Committee has inherited a financial situation that has become unsustainable, something has to change. That change may have consequences for BISA's future profile and membership. The Committee will consider all of the key issues over the next quarter, make their decision and report to members ASAP. If you still have a survey form to return or would like to voice further opinion please do so - by mail or directly to me.

At the last AGM I suggested need for a history of BISA and, if possible, of community-led bicycle advocacy in S.A. I felt that a perspective on where we have come from might have considerable value in determining where we are going! Ian Graham, BISA's Treasurer has looked at the options and put in a funding submission to the Department of Environment and Heritage for funds to accomplish this. Despite BISA having no secretariat, we are sent considerable amounts of information every month. Mike Brisco has put in a submission to the Premier's Community Benefit Fund for a laptop and other equipment aimed at enhancing our record keeping and public education capacity. In this issue you'll also notice a 'B.U.G. Update' column. This is something we've sought to establish for some time and I will shortly be writing to B.U.G. Coordinators in S.A. with some (I hope) constructive proposals for strengthening their relationship with BISA. Meantime B.U.G. Coordinators - please start writing up your notes for the next P.U.

Finally, Rose Boyd, one of BISA's more youthful Committee members has resigned to accompany her partner Andy to Queensland. Thanks Rose for sharing your enthusiasm for cycling, your wise counsel and for your frequent input over the last year or so. Your experience in planning and negotiation has proved invaluable as has your perspective as a younger person. We wish you all the best in Queensland! If there are other members, especially 'younger' ones, who are interested in joining the Committee for the rest of its current term (to March '05) please contact me as we are '2 down' at present! Happy and safe cycling!

Sam Powrie, Chair, BISA Committee, kabir@chariot.net.au



Rose

Lessons to be Learned from Adelaide's Sister City?

Andrew Macbeth is a Traffic Engineer and Transport Planner from Christchurch, New Zealand. He has a Bachelor of Civil Engineering (University of Canterbury) and Master's degree in Traffic Engineering and Transportation Planning (University of Toronto). Whilst in Canada in the 1990s, Andrew became group manager for traffic calming and bicycle facilities for the City of Toronto. Now living back in Christchurch, Andrew is a specialist in walking and cycling issues for a large engineering firm that consults with Transit (the national main roads agency), the Land Transport Safety Authority (LTSA), Transfund (the national funding body for transportation) and many of the country's 74 local authorities.

Andrew has combined his engineering and planning expertise with his life-long zeal for cycling through active membership of his local Christchurch advocacy group Spokes Canterbury and CAN (Cycling Advocates' Network), the national cycling advocacy organisation. CAN has evolved to become very successful at bicycle advocacy, gaining respect with all levels of government in NZ as an expert, energetic and responsive reference group. Indeed, the depth and extent of CAN's advocacy efforts can be contemplated by visiting their great web site <<http://www.can.org.nz>>.

Andrew recently came to Adelaide for the Australian Institute of Traffic Planning and Management conference. After the conference, BISA members treated him to a ride on local facilities from the city to the Veloway with lunch at Glenelg for a good chat. The day after the ride I met Andrew again to record this interview about bicycle advocacy New Zealand style.

How does funding for bicycle facilities occur in NZ?

Transfund provides Transit with all of its funds. Transit provides on-road bicycle lanes and other infrastructure on national roads. Transfund also provides local authorities with roughly 50% of their funds for roading and associated works including bicycle infrastructure.

Local authorities determine what projects they'll invest in. To qualify for a Transfund subsidy they have to demonstrate a healthy benefit-cost ratio. There are simplified procedures for doing this for walking and cycling projects. There is a good criticism of this method in that it is still buying into conventional transportation and roading economics where the value of time is the key driver. So if you can save thousands of drivers fractions of minutes then you've suddenly got "benefits" that allow you to justify spending large amounts of money on a piece of road. This is a bias that cycling advocates are working against because it has historically skewed all of our transportation funding in favour of motor vehicles because cars travel faster than bicycles. So, from the bicycle advocate's point of view, funding is a big issue.

The national (Transfund) transportation budget is \$1.6 billion

NZ including funds for new roads, maintenance and for public transport. Of that, \$4 million (0.25%) is dedicated to walking and cycling programs but parts of the budget go indirectly to cycling through the Land Transport Safety Authority (LTSA) and other initiatives. Transfund subsidises local authorities' cycling projects and fully funds Transit's projects.



How does bicycle advocacy work in NZ?

There are many local groups spread throughout NZ that have been active for as long as 25 years. Having been out of the country for ten years (1991 to 2001), I'm not closely acquainted with this period of advocacy. There are independent groups with different names. CAN has been around since 1999 and grew from a movement by some people from the group "Cycle Aware Wellington". CAN is comprised of membership from many of those local groups and other individuals. Working members of CAN are mostly very experienced advocates that have earned respect from politicians because of their dedicated and well considered activities over many years.

CAN advocates directly with government through meetings with pertinent ministers and senior bureaucrats in various departments, Transit, Transfund, LTSA and the Ministry of Transport. A delegation from CAN recently met with the new Minister for Transport who seemed very happy to understand things from a cycling perspective and he wants to meet again soon. So that will probably happen in the next 4 months. Recently there has been a reorganisation of the transportation agencies, a situation that will create more opportunities to start talking with new people to make sure they have walking and cycling issues embedded within their agencies.

Apart from face-to-face meetings, CAN also makes written submissions on acts of parliament, makes comments on national strategies, any pertinent policy documents that come out of Transit, Transfund, LTSA or the Ministry of Transport.

At the same time as lobbying government, does CAN lobby the opposition?

Most of our lobbying is at the bureaucrat level. So that's not so influenced by changes of government. I'm not aware that we have targeted particular members of the opposition but it's a good point. I guess government in this last five years has been relatively stable under a Labour government that has a convincing majority but, yes, if things looked a bit rocky we might want to start talking to other parties. We have a different system called proportional representation and we do have regular dialogue with the Green party because they're always going to be interested in our views. The Green party has about 10% of the members of parliament.

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Contributors

Thanks to the contributors to this issue, including:- Mike Brisco, Peter Good, Sam Powrie, Peter Sampson.

Is your lobbying policy based or more for specific projects?

It's probably better to describe our lobbying as policy or technically based. Possibly on a number-of-pages basis it's more technical - and not for individual projects. That would tend to be an area for local groups. CAN has commented on national guidelines and standards similar to your Part 14 (Austroads Guide to Engineering Practice for Bicycles. Ed). If we were looking at an act of parliament, it would be more policy of course. If you look at the CAN website you'll see more than 50 submissions that we've made and you can get a flavour for what's there rather than me trying to remember.

You've made contact with staff from the City of Adelaide. Can you tell us about that?

Yes. Because Christchurch is a sister city with Adelaide, I talked with Christchurch City Council staff who manage the Sister City relationship. They put me in contact with Mr John Hanchett from the Traffic division of the City of Adelaide. He was keen to show me around Adelaide's bicycle facilities and some traffic calming. I had indicated in my email that I'd be happy to cycle around but that offer was not taken up because it was pouring with rain. Instead we spent about 1 1/2 hours on a driving tour around downtown areas as well as North Adelaide. Yesterday I had a day with you and others on bicycles looking around and in between I've had a bit of time to reflect. The city has some very, very big roads, a lot of 6-lane divided carriageway roads. Its more reminiscent

of North America than Christchurch. We go to 4-lane roads quite often with a few 6-lane roads but we seem to have a smaller scale, probably reflective of a smaller population.

Its very car dominated here. You seem to still be coming to terms with what its like to have a 50 km/h speed limit instead of 60 km/h. In NZ they're thinking about lower limits than 50 km/h. Its really not as simple as changing speed limit signs, you actually have to have a cultural shift and some engineering as well to bring speeds down. In Toronto, all of the bicycle lanes we put in were on roads with 40 km/h speed limit or roads got a 40 km/h speed limit as part of the plan. That just makes it feel far more comfortable as a cyclist.

Here, cycle lanes adjacent to parking seems to be "one size fits all", 1.2 to 1.5 metres presuming there's enough width. It doesn't seem to matter if the bicycle lane is next to a kerb or next to parking. In our book, if you're going to be cycling next to parked cars you need 1.8 metres minimum - 2 metres is better if you can do it. 1.5 metres is too narrow especially if traffic is doing 60 or 70 beside you. Many traffic lanes seem a lot wider than 3 metres and parking lanes seem wide. Narrower parking lanes (say 2.0 m) encourage better parking habits and enable more width for the bicycle lanes.

Thanks very much, Andrew.

New Zealand Cycling Advocates' Network
website:- <http://www.can.org.nz>



From BISA Engineering Spokesperson, Peter Good.

1. Walkerville Tce:- The issue here is removal of existing bicycle lanes to provide a central median and angle parking on the eastern side of Walkerville Tce by the Corporation of Walkerville, controllers of the roadway, as part of the Walkerville Town Centre Revitalisation Project. In addition, Council wants to make changes to the layout of Walkerville Tce at its intersection with Stephen Tce on the eastern side to provide exclusive left-turn, through and right-turn lanes. The new layout makes no provision for bicycles, however the Revitalisation Project has plans for an alternative route along Victoria Tce, Cluny Ave, Crestwell Ct, then either the suburban road network to Hackney Rd (unspecified) or Torrens Linear Park Paths. A tentative additional proposal is to accommodate bicycle movements through the new car park to be built as part of the Revitalisation Project.

BISA's argument is that the current layout is well established and works well for all road users. The proposed changes to Walkerville Tce are on hold at present due to negotiations with Transport SA, controllers of Stephen Tce and its intersection (including several metres along each carriageway adjacent to it) with Walkerville Tce. In addition, the issue of the demolition of two 1840s cottages on Walkerville to make room for the Revitalisation Project is causing concern.

2. Road Closures in Holden Hill: Hans Penning wrote with concerns regarding road closures in Holden Hill leaving no provision for through movement of bicycles. Recently the

Corporation of Tea Tree Gully carried out road closures of Gwingann Cr., Loriet St. and Dawe St. at their intersections with Valiant Rd, Holden Hill. No kerb ramps or paths through the closures have been provided to enable cyclists and others to easily access Valiant Rd. Hans Penning has written to Tea Tree Gully in the past with no success. I have written to support Hans's work and to further the argument. No reply as yet.

In a recent telephone conversation, the reasons offered concerned safety - that a young cyclists might ride on to busy Valiant Rd through the closure without realising the danger, and/or that motorists are not used to dealing with traffic of any kind emerging from road closures. The claim to insufficient cycling numbers and that there were many unruly and dangerous drivers in the area were also given as reasons. The issue of free access through closures is justified and can be easily and cheaply overcome by using barriers to force cyclists to slow, along with the usual signs. The issue of sighting by motorists is overcome by good design and placement of barriers and because cyclists will be moving slower because of them. There are numerous examples of these in the Salisbury and Tea Tree Gully areas along the Dry Creek Trails and Little Para Trails.

3. Heather Wardle's concerns of poor road surfaces in Croydon: I rang Corporation of Port Adelaide Enfield to follow up Heather's complaints of surface hazards for cyclists on Pym St. and Crossley St., Croydon. All of these
cont'd next page

From BISA Engineering Spokesperson, Peter Good. cont'd

have been fixed. Thanks to Garry Baker from Port Adelaide/Enfield Council!

4. Heather Wardle's concerns of 'no entry' to cyclists, **Kintore Ave and Edgeworth St., Prospect**. These streets, both 'BikeDirect' routes, have signs erected that prohibit entry to all vehicles including cyclists crossing Prospect Rd. The reason offered is that the various traffic movements from

and into Prospect Rd around these streets makes crossing Prospect Rd dangerous in these locations. The Director, Technical Services invited us to examine the intersections and provide ideas for alternative layouts that will enhance cyclist safety. I'll be looking at this with Transport SA this month.

Peter Good. 8/9/04.



"Bicycle TV" Project

Activity Promoters Inc, a small local media organisation, recently applied to the Office for Recreation & Sport for funding for a project they call "Bicycle TV". They want to record 9 half-hour programs about cycling along Adelaide bike paths and bike routes, for community TV, using a camera mounted on a bicycle, and featuring some interesting sights along the way. The programs are intended as a good introduction to the pleasures of cycling in Adelaide. They also teach simple cycling skills - viewers can learn e.g. how to handle traffic, how to carry things - and this is important for people considering taking up cycling, who may not have ridden since childhood. Earlier this year the BISA committee wrote to the Office for Rec & Sport, in support of AP's application. AP will find out in October, whether they got funding, and if they're successful, it will be all systems go, to make the programs and screen them while the weather is still good.

AP recently approached BISA again, asking for volunteers to count cyclists. Rec & Sport require them not only to make the programs, but also to document how effective the programs are, at encouraging cycling. Thus for each program, they need to count cyclists on the featured path before the program goes to air; and to count again afterwards. They need volunteers

who can spare an hour or two, to help with counting.

The counts are for one hour once a week, on either a Saturday or Sunday, afternoon or lunchtime. They need to be done on each of the three week-ends before the broadcast, and each of the 3 week-ends afterwards, at the same time each week. Different people could do the count on different weeks. If it's bad weather, the count gets cancelled.

Exact dates of broadcast, exact routes are still being planned. At this stage AP are interested in hearing from people who might be able to help with the counts. Routes to be featured in programs 1-4 include:-

- the off-road bike track, Semaphore to Outer Harbour
- Torrens Linear Park, Adelaide Gaol to Railway Terrace; Westside Bikeway to Glenelg; then Sturt Linear Park to Oaklands.
- either Elder Park via Torrens to Henley; or via City to Henley bike route, to Henley, then up to Grange.

If you could spare an hour or two of time to help, contact James Rossiter, Bicycle TV Project Manager, Activity Promoters Inc, phone 8271 6628.

Mike Brisco, committee member, BISA.



Bikes for Refugees Update

The June workshop generated some publicity, we had many offers of bikes, and have collected a batch of 50 bikes to work on. That brings the total of bikes donated, to around 125. Our thanks to all who offered bikes. The batch includes all sorts of road bikes, mountain bikes; children's bikes and trikes; BMX bikes; and one that is perhaps 70 years old - complete with back pedal brake, working lights and dynamo.

There are only a few of us working on this, and though we have been very grateful for all offers, it has taken us some time to arrange collection. We are working on it, but if you contacted us earlier, haven't heard anything since, please telephone and remind me.

We aim to have that batch processed, and handed on to the Australian Refugee Association (ARA), before Christmas. Each bike goes with a pump, puncture kit, copy of BikeDirect maps and TransportSA literature on cycling, plus we hope a basic lock. ARA help people to buy helmets.

About 20% of the bikes are in good repair and will just need cleaning, and checking, before we hand them on. Another 50% will need minor adjustment or routine maintenance, probably as they have not been used for some time, though are otherwise OK. The sorts of things that need doing, are

replacing cables, replacing worn tyres, adjusting gears, things like that. The rest of the bikes - about 20% - will need major parts replacing, like



wheels, saddles, and derailleur. By mixing and matching, we've put together a few complete bikes, leaving a number of "skeletons" that can be a source of spare parts. Some of the "skeletons" are nevertheless in good condition, and if we can get wheels and saddles, they will be worth re-building.

Our budget for the project is fairly small, and so once again we would be grateful for spare wheels - front and back - either 27" (road bike size); or 26" (mountain bike size). We're happy to replace the odd spoke, to true wheels, and to swap gear clusters. The important thing is that the rim and spokes are not badly rusted or badly damaged. A little rust on the surface is OK. We also need a few saddles, as these are often torn, or worn, or missing. Saddles can be almost any style, with or without stem.

Mike Brisco, Tel 8365 7489



More evidence on whether wearing a bike helmet can prevent injury.

It's common sense to think that wearing a helmet should prevent injury, but it is also important to measure how effective helmets actually are, in the real world. Three researchers have now published their findings, based on a large number of cases, and there was a recent article in a specialist journal (*Annals of Emergency Medicine*) describing their work. I've attempted to put it into plain English for PU readers.

The researchers, DC Thompson, FP Rivara and R Thompson, are from the Injury Prevention and Research Centre, University of Washington, Seattle. They used methods developed by the Cochrane centre, which reliably combine results of several different studies, to give an overall answer. These methods have been widely used in medical research, to provide answers based on very large numbers of cases, to e.g. whether aspirins can prevent strokes, or whether one blood pressure drug is better than another. Here's how it works. In brief, the researchers try to find out about any and all studies that could provide information - here they identified all studies published during the 1990's. Next, they identified the studies that were most reliable. There are nowadays good methods for deciding which these are, and the researchers identified five studies, from 3 different countries, which were acceptable. They then used a statistical technique called "meta-analysis" to combine the results from the five studies and come up with an overall answer. This method gives about the best answers to questions that it is possible to get: the answers take into account all the evidence; they then identify the most reliable evidence and concentrate on that; and because the answers are overall answers, taking all studies into account, they get over the problem where some studies say one thing and others say something else. The final results are estimates of risk of head injury, based on very large numbers of people.

The study was done in the US where emergency departments treat 500,000 cyclists a year. One-third of these cyclists have head injuries, and facial injuries are almost as common. Head injuries can include damage to the skull or scalp or brain. Brain is particularly serious, because it is difficult to treat, and even mild concussion sometimes causes long term problems - so the researchers looked at that separately. The study thus looked at three types of injury: injury to the face; injury to

the head (including brain); and injury to the brain alone. It included 7,253 cases of head injuries, and 3,919 cases of face injuries.

What did they find? For cyclists, wearing a helmet reduced the risk of head injury by 69% overall, and by 69% in crashes involving vehicles. In crashes involving vehicles, it reduced the risk of brain injury by 69%, and of severe brain injury by 88%. It reduced the risk of serious injuries (e.g cuts, fractures) to the upper part of the face by 64%, and to the middle part of the face by 65%. All these reductions were real effects, not just due to chance: the exact figures above may not be quite accurate, but the researchers can say with confidence, that helmets prevented at least half the injuries that would otherwise have occurred.

What do these figures mean? Suppose there is a city, with lots of cyclists, where cyclists don't wear helmets. Suppose last year 300 cyclists had crashes, and the hospital emergency department treated 100 cyclists for head injuries. When cyclists found out about these rates, they all decide to try wearing helmets. What happens? This year the hospital emergency department sees only 31 cyclists with head injury. Thus we can say that helmets reduced the risk of head injury by 69%. In other words, it prevented head injury in 69 cyclists this year.

Are the results applicable to Australia? Almost certainly. The work took into account studies from 3 different countries, and should be applicable to most developed nations.

As the article itself says, some cyclists believe that cyclists should wear helmets, others believe that helmets should not be compulsory. The review can't make cyclists minds up for them, but it at least provides some sound information, and the foundations for rational debate

Source: *Annals of Emergency Medicine*, vol 41, page 738, published in 2003. Commentary by Jeffrey Bazarian.

Mike Brisco



National Physical Activity Guidelines for Australians

How much exercise do you need to stay healthy? The Commonwealth Dept of Health and Ageing has studied this in detail, and has now released its findings, as a clear, straightforward leaflet "National Physical Activity Guidelines for Australians". I found it easy to read, as it put the levels of exercise you needed, and how intense the exercise needed to be, in simple terms. It made it very easy for me to decide, whether the amount of cycling I am doing, was enough.

The guidelines recommend moderate exercise most, preferably all days, total of 30 minutes a day, which can be split into several shorter periods. So for instance, if you do three 10 minute rides a day, or ride for a total of 3 hours a week, you could already be close to what you need.

To get a copy of the Guidelines, call the toll-free number 1800 020 103, ask for the PHD publications, and ask for the leaflet.

They'll mail it out free of charge. Why not ask for a few extra copies, for friends and family?

Although the leaflet is clearly intended for the general public, it seems to have had very little publicity. A similar thing happened in the UK in the 1980's: Government research showed that high fat/high sugar/high salt diets were clearly linked to ill health, and the Government developed clear guidelines about what one should eat, but did not give them much publicity. The thought at the time was that the Government was afraid of a backlash from vested interest groups (e.g. food industry), and something similar may be going on here.

Mike Brisco.



Update: 40km/h Speed Limits in S.A.

MP Bob Such currently has a bill before parliament for the review and possible removal of 40km/h speed-limit areas across SA. He contends that they are unnecessary, unwanted and selfishly impede commuting motorists. In a recent unrelated communication TransportSA (TSA) has indicated to BISA that:

- * it is TSA's opinion that the implementation of 40km/h zones has significantly reduced speeds across the local network thereby improving the amenity and safety of this network.
- * the University of SA has conducted various evaluations into 40km/h speed-limit areas that have verified these speed reductions.
- * as well as improving safety and amenity, the 40km/h zones also discourage vehicular transfer from the arterial to local road network [otherwise known as 'rat running': Ed.].

The points made here by TransportSA are corroborated by BISA's own research into the benefits and efficiencies of lowered speed limits. Despite this, there have been persistent fears amongst Members and the community that a decision has been made that there will be no more 40km/h zones. TransportSA assures BISA members that this is not the case! TransportSA currently has applications for new 40km/h zones from the Councils of Whyalla and Victor Harbor. It is believed that the Whyalla application has been approved with Victor Harbour still under consideration.

Unfortunately Onkaparinga Council has apparently requested that their 40km/h zones be removed! TransportSA has advised the Minister:-

- * of the many benefits of 40km/h speed-limits
- * their acceptance Nationally by governments, Australian Standards and AUSTROADS
- * that there is no current procedure for the removal of these limits and that Councils would need to demonstrate that

there would be no loss of safety and amenity benefits provided by existing 40km/h zones

- * that such demonstration would in fact be very difficult if not impossible given the now well established knowledge of the benefits of reduced speed!



Despite TransportSA's views, it seems that rumours and opinions on the abolition of 40km/h zones persist. BISA advises members, interested cyclists, pedestrians, and local BUGs - especially those in the Southern Suburbs - to write now to their local Councils and MPs, to the Minister of Transport and to the Hon Bob Such supporting the points made by TransportSA re. the 40km/h zones (please send us a copy of your letters). The only way we see Bob Such's bill getting any traction is through complacency and ignorance - though there have of course been plenty of similar precedents in past treatment of cycling! Please see the relevant contact addresses below. BISA will write again to the Minister on this subject and keep members informed as updates come to hand.

Minister of Transport:

Hon. Trish White, 12th Floor, Roma Mitchell House, 136 North Tce, Adelaide SA 5000

Phone: +61 8 8303 0940 Fax: +61 8 8303 0949

minister.white@saugov.sa.gov.au

Member for Fisher:

Hon. Bob Such, Shop 3, Aberfoyle Hub Shopping Centre, Aberfoyle Park 5159

Phone: 8270 5122 Fax: 8270 1874

fisher@parliament.sa.gov.au

Sam Powrie, Convenor: BISA Speed Limit Group.



More Bike Lockers for S.A.

Adelaide has been granted \$168,000 to virtually double the city's bicycle lockers via a Federal Government scheme called Cycle Connect. The S.A. Office of Public Transport is overseeing the project and will be looking for some input from customers. Those lockers that Adelaide already has are almost entirely due to BISA's efforts several years ago. Peter Good and Hans Penning were instrumental in developing the locker placements and management regimes to look after the system. BISA were the drivers in getting public transport to implement the system. However there will be a number of new issues to consider in the new scheme. There are waiting lists for lockers in some stations while other's already within the system are vacant. Thus existing lockers may need to be shuffled about with new ones going into areas of demand. Another issue with the lockers today is station security.

Bicycle lockers have been identified as security risks in other States and this is in the wind here (rubbish bins have already been removed from Adelaide Railway Station). Some lockers are located on platforms and in areas where there are high concentrations of people. In WA all bike lockers have been

shifted to car park areas rather than right next to trains or where there are people hanging about. Something similar is about to happen in NSW and it seems inevitable that the same will happen here.

The Office of Cycling and Walking and Public Transport are seeking input from the cycling public on these issues. In particular it seems

important that any resiting of existing lockers take account of the interests and convenience of cyclists. In WA cyclists were closely involved in the siting of lockers and the new locations are apparently better than the old - a win-win result for all concerned.

Any BISA members wanting input to this new scheme are encouraged to contact the Office for Public Transport or BISA's Engineering Spokesperson, Peter Good at prgood@adam.com.au.



'Anti-Hoon' Legislation - Anything in it for Cyclists?

The S.A. Government has a stated commitment to introducing 'Anti-Hoon' legislation to tackle problems associated with irresponsible use of cars. The problems cited include excessive noise, nuisance, threatening behaviour, road rage and on occasion, outright danger for other road users, pedestrians and the community. BISA asks - will this legislation offer any more protection for the most vulnerable group of road users - cyclists and pedestrians? Thus far the Government appears to be silent on this. In several countries of the EU, notably Germany, Holland and Scandinavia, cyclists and pedestrians are protected from careless and dangerous behaviours of car and truck drivers by a duty-of-care framework that essentially places the bulk of responsibility for the safety of more vulnerable road users onto motorists. This recognises the fact that virtually all the injuries and deaths of cyclists and pedestrians are due to the behaviours and impacts of motorists! BISA asks - 'will this special duty-of-care (or at least the specific interests of cyclists) be recognised in the Anti-Hoon Bill?'

BISA Committee member Mike Brisco has completed a detailed analysis of the hazards faced by cyclists in Adelaide, based in part on our recent member survey and also comprising a comparative analysis of the on-road views of cyclists and motorists. He has used this as the basis for several letters to the Attorney General, the Premier and

various others including the Victorian Inquiry into Motor Vehicle Violence. Mike's arguments are convincing and really throw into high relief the differing standards that are clearly already applied in recognising the interests of motorists over cyclists. As this edition of PU went to press BISA was contacted by a member working late shifts and riding across the City close to midnight. He has been regularly assaulted in various ways by errant motorists, the latest occasion involving a car pulling up within 10cm of his bike and the occupants spraying him with water as he rode along! All this done with impunity on a main road! In reporting the incident to police he was simply told that there was little to be done - it was 'his word against the motorist's'!

Mike has asked that cyclist's vulnerability be directly acknowledged in the proposed Anti-Hoon legislation with specific measures taken to address their need for security from violence, carelessness and aggression. He'll be reporting on his survey and the Government's response in a future issue. If you have further suggestions or views please contact him at bris0014@flinders.edu.au.

Sam Powrie, Safety Committee.



National review of safety on Shared Paths

An emerging issue in cycling is safety on shared paths, where cyclists and pedestrians use the same path. These include e.g. River Torrens Linear Park; footpaths around Marion. Cyclists often like to ride on these, and believe them safer than the roads. But pedestrians use them too, and there are reports (anecdotal) about near-misses and collisions. What's needed is good data on exactly how safe they are, so they can be compared to safety on e.g. roads.

The Australian Bicycle Council has recently commissioned a national study, "Pedestrian-Cyclist Conflict Minimisation on shared paths and footpaths" and has made around \$55,000 available. The project went out to tender recently, and a group from WA is scheduled to produce the final report by May 2005. The report should include a definition of the safety issues, in terms of how many accidents there are, and how safe people feel (not necessarily the same thing), plus guidelines for best practice. It is good to see the problem addressed.

The Contractor's Brief outlines the problem....

"In many Australian jurisdictions, cyclists and pedestrians presently share paths (usually designated shared paths) and footpaths, although provision for cyclists to utilise footpaths

varies between jurisdictions. The interaction between cyclists and pedestrians at some locations on both shared paths (and footpaths where cycling is permitted) is causing safety concerns. The increased use of wheeled recreational devices and powered devices on paths is also raising concerns. At the same time, the sharing of paths and footpaths raises important amenity, sustainable transport and social equity issues. Paths and footpaths provide an essential space in the transport network to support cycling and walking activities as enjoyed by many Australians.

The need for research into minimising conflict on shared paths and footpaths has been identified as a priority. This research will inform and advance Australia Cycling's Strategy 5.3 "to undertake research on emerging issues associated with cycling" as well as contribute to national guidelines including those in the Austroads Traffic Management series. This document is the contractor's brief and specifications for understanding this research. "

The details of the review are at

http://www.abc.dotars.gov.au/pedestrian_bicycle_interactions.htm.

Mike Brisco



DRAFT BISA POSITION STATEMENT ON REAR VIEW MIRRORS FOR CYCLISTS

BISA notes that

- Road safety, involves road users being aware of traffic behind. Most vehicles have rear view mirrors for this.
- Currently, bicycles are the only common vehicle on our roads, supplied without rear view mirrors.
- Installing and using a rear view mirror could make cycling safer. According to TransportSA road accident statistics,

dangerous situations for cyclists, include: motor vehicles overtaking, either leaving too little clearance, or cutting in; when cyclists are making a right turn; rear end collisions. Other dangerous situations can include: when cyclists need to pull out into traffic e.g. to avoid parked cars or road debris; when cyclists are changing lanes. In all these situations, cyclists needs accurate information on the traffic

cont'd next page



Port Adelaide: Over the last month or so, some significant things have been happening for cyclists in the Port Adelaide/Enfield Council. For some time cyclists using the Bike Direct route heading up through the Port, Rosewater and up Burleigh Ave or Torrens Rd. have encountered a number of difficulties. Their preferred route across Grand Junction Road has been the pedestrian tunnel under the Red Hill Bridge. Following concerns expressed by the BUG, newly constructed kerb ramps at each end make this tunnel much easier and safer to negotiate although the four bollards retained at each end seem rather unnecessary. Kerb ramps and appropriate signs have also been installed a km further on at the closure of the Russell/Davidson St junction. This now makes it relatively easy for cyclists continuing through as they no longer have to take to the footpath for around 50 metres and risk collisions with pedestrians at the blind corner! Council have also installed a number of new bicycle parking rails on Semaphore Road at the request of traders. Congratulations to Chris Dunn and his colleagues at the Port Council for these very positive responses to both cyclists and the local community.

Chris and his colleagues have also been finalising the concept plans for Stage 2 of the Semaphore Rd Redevelopment. We understand that these concept plans have now been ratified by Council and detailed planning and budgeting can now commence. This is an extremely exciting initiative from the Port Council, providing as it will for both on and off-road bike lanes and paths for the entire length of Semaphore Rd. from the harbour to the sea! These paths will also join up with bike facilities into the Port, through the new harbour residential complex (with 2000 new houses) and heading North and East along the new freight routes proposed. This is a unique opportunity for cycling development comparable in scale and importance to the Southern Veloway. Adelaide sorely needs such arterial and connector road cycling facilities and the Port Council's initiative will be a model for other councils to follow!

Unley: A survey of bicycle parking needs will be incorporated into the Council's 04/05 works program. A revised approach to bicycle holding rails on Goodwood Road will be considered at the Goodwood Rd tram crossing (existing rails have been removed in the interests of safety). Negotiations continue on more bicycle-friendly timing of traffic lights at the Cross/South Road junction. The Keswick Route Feasibility Study (part of the Unley Bike Plan) is before Council and if supported will be on Council's web site for public consultation. A survey conducted as part of the Bike Plan indicates a large number of people walking and cycling in the Unley Council area. Key difficulties cited by cyclists include the Goodwood Tram crossing, the Nth end of King William Road, parked cars on Unley Road and lighting along the West Unley Commuter Route.

Note: BISA proposes that a supportive network of Adelaide's Bicycle User Groups be established using an e-mail list, a regular process of coordinated reporting or information gathering and provision of some key training and references at the BISA web site. BISA would undertake to set this up initially, the purpose being to assist BUGs to maintain their activities, to better advocate with Government for improvements to the State Bicycle Fund and generate more supportive policy development. It is hoped, if it proved useful, to eventually facilitate more direct contact between BUGs and TransportSA's Office of Walking and Cycling and Regional Offices. We might even be able to generate direct Government support for BUG work as has occurred in Sydney and elsewhere. Discussions re. this concept are at an early stage. We'd like to hear from BISA members and BUG Coordinators on this issue - if you think a BUG network of some kind - or even just a set of BUG resources - might help your local advocacy efforts, please let us know. Contact Sam Powrie at kabir@chariot.net.au or via the BISA mail address.



DRAFT BISA POSITION STATEMENT ON REAR VIEW MIRRORS FOR CYCLISTS cont'd from page 8

approaching from behind, to perform the manoeuvre safely. Mirrors can help provide this information.

- A rear view mirror is a good way to monitor traffic approaching from behind. The methods that most cyclists currently use, provide less information. These include listening for traffic, and glancing over the shoulder. For instance, a cyclist in busy traffic may not notice the noise of an approaching car. A cyclist may be unwilling or unable to take his/her eyes off the road ahead, to glance behind - and a backward glance gives at best a brief, restricted view of traffic, compared to using a mirror.
- A common comment from other road users is that cyclists block them from passing. Cyclists can use rear view mirrors to check for vehicles waiting to pass, and make sure they aren't holding them up un-necessarily.
- Cyclists who regularly ride in traffic, e.g. commuters, tourists, often fit rear view mirrors to their bikes.
- Many cyclists also drive and thus have well-established habits of using rear view mirrors. These habits make driving safer, and are part of driver training. If bikes had rear view

mirrors, they could make cycling safer too.

- There is now available a wide range of rear view mirrors, that are inexpensive, and can be fitted easily and quickly to most makes of bicycle.

BISA's position

- We suggest that all adult cyclists who regularly use the road should consider fitting an inexpensive rear view mirror to their bicycles.
- We suggest cyclists first consider a mirror that can be attached to the bike e.g. on the handlebars. If that isn't suitable, they should look for another design e.g. helmet-mounted.
- If a parent rides with young children, the parent should consider fitting a mirror to his or her bike, for traffic safety, and to keep an eye on children riding behind. Fitting a mirror to a young child's bike, perhaps, isn't helpful. The mirror will distract the child from watching the road; and could break causing a hazard.

Older teenagers: parents should consider fitting mirrors to cont'd next page

Cycling for Pleasure Rides

November 7 John's Ride
Meet at 10.00am at the UniSA carpark left off Mawson Lakes Blvd at Mawson Lakes. 40km. John D Ph: 8356 7694

November 21 Annual General Meeting
Richard will lead a short ride to our AGM and lunch in a park.
25km. Meet at Victoria Sq at 10.00am. Ph: 8260 1742

December 5 Xmas Party
20km flat mystery ride to a neighbourhood park for

Christmas celebrations. Lunch provided. Cost: \$2.00.
Meet at Victoria Sq at 10.00am.
Alan & Jill Ph: 8296 5993

January 2 Swim at the Days
Bring own breakfast and have a swim in the pool.
Meet at Victoria Sq at 8.00am for short ride.
Margaret Ph: 8271 5824

Website :- www.cyclingforpleasure.org



Tea Tree Tourers Rides

Club Meetings 1st Wednesday of month, 7.30pm Linden Park Primary School, 14 Hay Road Linden Park. CPG members also welcome.

Friday 5th, 6th & 7th November – PETER'S PERFECT 3 DAY WEEKEND Terowie to Holowilena Station and back. Unsupported tour. Ph: Peter Harrison 0408 738322

Sunday 14th November – AUDAX 100 km or 200 km – RAWNSLEY 200. Blackwood, through the Adelaide Hills to Strathalbyn onto the flat roads to Wellington and return. Unsupported. Ph: Matthew Rawnsley 83700415 or email

m_rawnsley@hotmail.com

Sunday 21st November – AUDAX 35 km – DIRT SERIES No. 1 - MAWSON TRAIL - details to be advised. Unsupported. Ph: Matthew Rawnsley 83700415 or email m_rawnsley@hotmail.com

ALL OTHER RIDES PLEASE SEE WEBSITE www.teatreetourers.com



Cycling for Pleasure Group and Tea Tree Tourers are corporate members of BISA. They provide great cycling experiences. However the accuracy of this information and the safety of their ride programs are entirely their responsibility.

Cycling on the Net.

Car society replacing bike kingdom. China Daily, 6/10/04.
With greater numbers of people owning cars, China is progressing from a kingdom of bicycles towards an automobile society. China's vehicle output is expected to grow on average by 10 to 15 per cent during the next 20 years... Vehicle numbers in China will increase by six times to 140 million units by 2020 from last year... The number will ultimately reach 240 to 250 million vehicles. However, the auto industry will also face many big challenges mainly concerned with energy, environment and traffic. The growing car population will squander the bulk of China's total oil supply... As a result, China will depend on oil imports more heavily because domestic oil reserves are limited and the nation's energy security will be greatly affected.

Kryptonite Locks Not So Invulnerable.

There has been a great deal of discussion on the Net regarding the ease with which some Kryptonite bike locks (and others

which also have round, tubular keys) can be opened using an empty Bic Biro case! It has led to the following message from the manufacturer...

KRYPTONITE OFFERS FREE PRODUCT EXCHANGES TO ALL CURRENT OWNERS OF KRYPTONITE TUBULAR CYLINDER LOCKS. September 22, 2004. 'Kryptonite' today announced that the company is offering free product exchanges to all consumers who are concerned about the security of their current Kryptonite tubular cylinder locks. At no charge to them, consumers will be able to exchange their current Kryptonite tubular cylinder lock for a Kryptonite non-tubular cylinder lock. To participate in the free product exchange offer, consumers can visit the company's Web site at www.kryptonitelock.com for registration instructions.

So 'consumers', don't say you weren't warned!



DRAFT BISA POSITION STATEMENT ON REAR VIEW MIRRORS FOR CYCLISTS cont'd from page 9

teenagers' bikes, for the teenagers' safety, and to allow them to practise surveillance as taught in driver training.

- We encourage bike shops to keep a good range of inexpensive rear view mirrors, on display where customers can easily see them. We encourage shops to put rear view mirrors on some of the bikes they have on display, so customers know they can get mirrors, and can see what they

do. We also encourage shops to offer to supply new bikes with a mirror already installed - if appropriate for what the customer wants to use the bike for.

Comments to Mike Brisco, by 15 Dec 2004, please. Mike Brisco, 13 Mines Road, Campbelltown, SA 7054; email:- mike.brisco@finders.edu.au

Mike Brisco



Perth Cowboys from Peter Sampson

I had the good fortune to spend several days in Perth last week on a work related conference, right on the Swan River, which has a superb shared path. To my dismay, I found that

the scourge of cycling has spread to the extremes of Australia, Perth has the same the problems as Adelaide when it comes to bike cowboys, sorry, I meant bike couriers. I was almost

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			
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	
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(h) Phone(w)
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.)			

knocked over in Perth by a young fellow intent on jumping the kerb near me at around 25kmp straight into traffic, an amazing trick, but quite lethal if you come off. Our council here has talked about registering bike couriers for years, but no action has followed. I work in the city, and see the exploits of bike couriers daily(the best I have seen is jumping a kerb riding

into oncoming traffic between lanes in King William St),and it disheartens me that these few actions give all cyclists a bad image. Perhaps this is one issue (registering bike couriers) that could be taken up at the national conference by our BISA rep. Happy pedalling, but watch out for errant bike couriers!!



Pedal Update

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Adelaide SA 5001

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Critical Mass Still Alive and Well in Adelaide

Critical Mass Adelaide, that apparently spontaneous celebration of cycling's presence on the streets starts from Hindmarsh Square in the City around 5.30pm on the last Friday of the month. Critical Masser 'J' told P.U. that 'it did happen in Adelaide with more than 30 riders a few years back and then had a lull and ceased to happen for a while. Then some people put some energy in to make it more fun and have quarterly 'Critical

Massive' parties' [Hey - sound good! Ed.] 'J' went on to say that the rides 'currently involve around a dozen riders and others are free to join in'! Critical Mass Adelaide's web site looks a little out of date (as is the Sydney site!). However CMSydney has an excellent site at: <http://www.nccnsw.org.au/~cmass/index.shtml> Lots of interesting resources and links. See you at the Square.



Give motorists the message with one of these great T-shirts! \$25 each in a range of colours, including fluorescent, from Margaret Day, 8271 5824.