



Pedal Update

No 164, Jan - Feb 2005 ISSN 1321-1870

HAPPY NEW YEAR



BUG Network Proposal See page 8

(graphic borrowed from Port BUG)

**Seacliff Coastal
Park see Page 8**

(picture by I Fisk)



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Calendar

9 Feb Business meeting - All Welcome

9 Mar Annual General 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: 9th Feb.

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
Sam Powrie	Chairperson , Road safety, speed limits, Infrastructure, BFA.	8449 9902
Alan Marriage	Secretary , Coastal Park project.	8296 5993
Ian Graham	Treasurer	
Mike Brisco	Web Manager	8365 7489
Ian Fisk	Editor Pedal Update.	8296 3350
Laura Adele	Membership secretary	8395 1835
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



Dear Members,

First, a great big shopping-pannier full of Christmas Cheer and Holiday Best Wishes to all Members from the BISA Committee. Many of you will be taking a break over Christmas and school holidays and we trust it'll offer an opportunity to get in a bit more riding for you and your families and friends, particularly if you are finding impossibly busy lifestyles are restricting the time you spend on two wheels.

The main issue we report on in this Pedal Update is a change to BISA's provision of Third Party insurance. See my article for details. Cycling safety seems to be growing in the consciousness of our Federal leaders and we report on the release of Cycling Safety: A National Perspective - the first Federal acknowledgement of cyclist welfare that we've seen for a long time. Closer to home BISA has developed a draft Cycling Safety Agenda for submission to the State's Road Safety Advisory

Council. Our aim is to highlight the apparent lack of progress by the RSAC towards improving security for cyclists and in promoting effective cycling safety strategies. Over the five publications issued by the RSAC we've found virtually no mention of measures supporting cyclist safety. Not good enough! If Members would like input to the Agenda please contact me ASAP.

Our From-the-Net column returns with a lively exchange from the British Medical Journal - again on cycling-safety issues. We report on the current fate of the 'Radbone Report' - the saga continues but things are in fact starting to 'look up'. If you'd like to write to the Minister requesting it's release we provide her address inside. You'll also find mention of the Thinking on Two Wheels seminar to be held in mid-January by the UniSA. Mike Brisco and I will both be giving papers. I understand that UniSA intend that this seminar be an annual event! Consider going if you possibly can - it should be great and well worth supporting!

Quite a few Members are reporting increased harassment from occupants of cars when out riding. This is an infrequently addressed and often discounted aspect of cycling safety, but possibly one of the most pressing and hazardous - especially for cyclists who ride in heavy traffic or later at night. Mike Brisco is currently writing up BISA's Cycling Safety Survey for both PU and for his presentation at Thinking on Two Wheels. If you have anecdotal evidence of harassment (or copies of police reports about such events) that you feel might contribute to the picture he's building up, please contact him at: mike.brisco@flinders.edu.au or by phone on 8365 7489 or the BISA phone no. 8411 0233.

Finally, arrangements progress for BISA's AGM which, with the demise of the Box Factory, will be held on Wednesday, March 9th, 2005 at the Disability Information Resource Centre (DIRC). See the formal notice on page 12. It should be a great venue and (hopefully) we'll have an equally great 'mystery' guest speaker. The AGM is an opportunity for all Members to come together to share experiences and views and most importantly, to elect a Committee to lead the organisation for 2005. This next AGM is likely to see a considerable 'turnover' of Committee members. The general consensus amongst all of us is that BISA needs more younger folk as leaders! We have found that Committee work can be pursued on a number of levels and in many different ways - we have a number of important projects 'on the boil' and there are several major issues that need our attention! It's a real buzz, especially if you like to shake things up a bit! There will be several opportunities for Members to nominate for the Committee and all will be most welcome! A Nomination Form is included on page 12. Contact any member of the Committee if you are at all interested and want more info!

Best wishes for Christmas, the holidays and the New Year to all, Sam Powrie, Chair, on behalf of the BISA Committee.



Changes to BISA's Provision of Insurance

As explained in the last P.U., your BISA Committee has faced some difficult decisions regarding our 3rd Party Insurance policy (due for renewal in March, 2005). As a matter of principle, the Committee has elected *not* to raise BISA subscription fees to deal with increased insurance costs! Fees may have to rise for other reasons so we wanted to keep any future increase to a minimum and not tie them to insurance costs which will probably continue upwards whatever we do! Our recent membership survey suggested that a majority would *not* be concerned if BISA shed its insurance policy and would indeed continue to support BISA and its aims. Our relatively small membership affords us no capacity at all to negotiate with insurance brokers and the past policy of offering household memberships has also contributed to increased costs. Even if we significantly increase our membership (to increase income) the premium is likely to simply increase as well. Accordingly the Committee has decided to *cease* offering 3rd Party insurance to members as of the end of the current Membership Year.

The Committee acknowledges that some members may miss the 3rd Party policy and that this may influence their decisions to re-subscribe in 2005. Some have suggested that BISA needs to offer insurance so as to 'compete' for members with other organisations. We appreciate these points of view. However the Committee does not feel that continued insurance is sustainable and we certainly do not believe that BISA is in competition with other cycling organisations!

We have invested in an extra two months insurance to ensure our current policy runs right up to the end of the membership year (end of May 2005). As a gesture of goodwill to those people who may feel little reason to stay with BISA in the absence of our policy, and who have 2-year memberships (up to the end of May, 2006), BISA will offer an opportunity to rescind their memberships and receive a refund of half of their total two year fee. Please contact Laura Adele, Membership Secretary at apow@picknowl.com.au or by phone to the BISA no. at 8411 0233.

In announcing this decision I'd like to remind all members of the following:-

1. BISA's first policy was relatively cheap and a much smaller percentage of our expenditure. We are now subsidising it heavily (it has grown to around 25% of BISA's total costs) and it's eating away at savings we'd prefer to use to support cycling development strategies
2. When BISA started insurance, there were few other schemes around for cyclists and it was a sensible move.

Now there are other policies available, provided by larger organizations which can more effectively negotiate rates and provide better value for money.

3. BISA is first and foremost a community-based cycling advocacy association made up of volunteers. The Committee has no secretariat or other support (apart from the efforts and inputs of members) and constantly struggles to focus its energies on BISA's main goals.
4. We are told that BISA's voice is being heard regularly and strongly in Government and that we are having considerable impact. We'd like to ensure BISA's very positive role is sustainable and can continue on into the future!
5. The Committee feels that, while some 'membership services' should certainly be provided by BISA, these should be closely allied to our advocacy role (route information, BUG support, liaison with Local Gov't re. member's problems etc). Insurance is a service that we can no longer afford and that we feel does not contribute significantly to our mission. I also note that at the recent BFA meeting in Sydney at least one other State cycling body has encountered the same situation and is shedding its insurance! For those members who want to continue with some form of specific insurance covering their cycling activities, the Committee suggests the following alternatives:-

- * First Members should check if they already have sufficient 3rd party (or other) cover, for cycling, as part of their household insurance. If so, they may already be covered, and may not feel a need for additional insurance.
- * Bicycle Victoria (which has around 40,000 members) have a cycling-specific insurance policy available to all Australian and NZ cyclists. It is called **CycleSafe** and offers what appears to be comprehensive cover. As well as third party they offer personal cover against injury, death, disability, time off work, child support, hospital expenses, cover overseas and optional bike theft/damage insurance etc etc!

You can join CycleSafe *without* joining Bicycle Victoria and it appears quite reasonably priced too! More information about CycleSafe at www.bv.com.au (look under 'Membership Benefits'). We hope to have a link and maybe more information at the BISA web site soon.

Sam Powrie,
Chair, BISA.



Inquiry into Violence Associated with Motor Vehicle Use

The fact that many drivers behave violently and aggressively, towards other road users (including cyclists) has been officially recognised in Victoria. The Victorian parliament held an "**Inquiry into Violence associated with motor vehicle use**", taking submissions earlier this year. Several cyclists put submissions in, Fiona Campbell's candid descriptions of her experiences are worth reading if you've been harassed, if only to convince yourself that your circumstances are not

unique. The report is awaited with interest, and its findings are likely to be relevant here. NB: during 2004, BikeSA and others called for an urgent summit on cycling safety in SA - but unlike the Vic parliament, the SA government appears to be ignoring these requests.

The Inquiry's initial discussion paper is at:-
http://www.parliament.vic.gov.au/dcpc/Reports/DCPC-DiscussionPaper_RoadRage_2004-05.pdf

Donations have been received in 2004 from the following members:

THANKS

Elinor Alexander, Andrea Beel, Rosemarie and Andrew Boyd, Jane and Clive Brooks, Edward Cranswick, Yvonne Gisiger, Sue Harvey, Geoff Hazell, Brian Jenkins, Diana Laidlaw, Trevor and Janet and Aidon MacDonald, John Mellor, Rita and Albert Meyer, Helen Myhill, Sally Petersen, Alan Rain, Jon Ivar Skullerud, Bruce Steer, Rodney Stevenson, Derek Van Huessen, Tom Vaughan and family, Anthony Waite and Phil Whitham.

The Committee would like to thank these people for their generosity that has added \$445.18 to our income for this year.

Pedal Update/Australian Cyclist Deliverers

It is time to list and thank these loyal faithful dependable reliable fantastic pedal deliverers again, who silently work for BISA on their wheels every two months. Some of these people have delivered for BISA from the beginning of

distribution, last century. Some have hilly rounds, some have large areas, but all are really appreciated. Their contribution is valued and they are thanked sincerely.

Graham Brown, Margy Carty, Dennis Cox, Graham Day, Margaret Day, Ray Deed, Helen De Martino, Allan Dickson, Bryan Forbes, Scott Hamon, Kathy Haskard, Peter Hughes, Stephen Janes, Brian Jenkins, Paul Jewell, Dennis Jury, Janet Kelly, Ken Macdonald, Bruce Lee, Greg Martin, Geoff Monaghan, Rod Munro, Christoph Neumann, Clive Palfrey, Ed Pindral, Richard Rowland, Rodney Stevenson, Colin Twelftree, Gerry Velaitis, Mike Watters, Peter Whiting (also auditor), Elains Whitham, David Wilson and David Zilm.

We would also like to thank Margaret Minney for her work in providing legal advice to members and the committee. This is much appreciated.

Our thanks also to Peter Whiting as Auditor and Tim Kerby our public officer.



Report: Bicycle Federation of Australia, Annual General Meeting, Sydney Dec 2004

In brief, BFA is the national umbrella organisation for cycling advocacy groups, and it provides a way, for them to get their concerns looked at, at national level. It has a small office plus staff in Canberra, plus a committee. They decide issues of general importance that need work at the national or federal level. BikeNSW, BQ, B Tas, Pedal Power ACT are members; as are BikeSA and BISA. BFA charges groups \$1 per member per year - which seems to be good value, to get your concerns heard not just at State level (which BISA does) but also at national level. Groups which are members of BFA can send a delegate to the meetings (BFA assists with cost) and have a say on what issues BFA should work on. BFA has its AGM, plus one or two other meetings, often electronic link-ups, per year.

Where does BFA fit in to the national cycling picture? Nationally, cycling has four spheres of interest, each with its own independent national body:-

- BFA represents cycling advocacy organizations.
- Australian Bicycle Council (ABC) represents the transport professionals & planners.
- Cycling Australia looks after competitive cycling.
- Cycling Industry Association (& the Cycling promotion Fund), represent bike businesses, bike shops, wholesalers, & repairers.

This AGM decided the 2005 Action Plan, from reports from member groups, selecting themes of general concern. For 2005 they'll include: doing more work with/for BUGS and smaller groups e.g. train the trainer; setting up a fund for tax-deductible donations to cycling; a national Ride to Work day; national road rules; closer collaboration between the various national organizations; possibly an insurance scheme. The AGM also elected the BFA committee - Rod Katz remaining as President; Charlie Farren (Vic) and Maureen Merrick (SA) elected vice-presidents.

One of the drivers for getting more Govt action for cycling, could be the obesity epidemic, which if not tackled, will in the next few decades, have immense costs for health and lifespan. Cycling gets people active and fits in with their day;

and there is good research evidence, that the best way to lose weight, is diet combined with more activity. There was some agreement that arguments for funding, based on improving road safety, may no longer be effective - in several areas, advocates are finding that though safety is still an issue, it's not really bringing new spending on cycling.

On 3rd party insurance: At least one of the other State organizations, had exactly the same problems as BISA and came independently to the same conclusions as us, scrapping its own scheme, as there are now a number of very good other schemes available. This confirmed we're not alone in having this problem, and also we are thinking along the right lines.

"Bike for the Dole" schemes are a way of funding bike work, and providing training for long-term unemployed. They're basically the familiar 'work for the dole', used for cycling projects - e.g. surveys, mapping safe bike routes, building bike paths, repairing old bikes for charity. The Federal govt. provides funding, and sub-contracts this to Community Work Co-ordinator agencies, who actually run the project. There is a good example south of Adelaide, on the Seaford-McLaren Vale section of the Marino-Willunga Rail Trail, providing attractive shade/shelters with landscaping - a great asset for the community. So if your council wants some bike work doing, check it out. Details on the DoTARS website, http://www.abc.dotars.gov.au/bike_for_dole.htm.

Another point, noticed in many States, is that very few children cycle to school these days. This was seen as a sad development since it deprived children of the opportunity to learn cycling skills, and of exercise - but also people felt it was inevitable given the (excessive) concern in the community about child safety. So if you are one of the brave parents who let their children cycle to school, as far as the cycling world is concerned, you've acquired hero status.

Mike Brisco was the BISA delegate at the Bicycle Federation of Australia meeting, Sydney, 27th November 2004.

Michael J Brisco



Update - Government Review of Cycling Expenditure (the 'Radbone Report')

BISA recently wrote letters to Trish White's office requesting release for public comment of this very important report. No written response as yet, but we are informed by her office that its release remains on the Minister's priority list! Minister White has been seriously ill and off work for some weeks. BISA has sent a 'get well soon' card and looks forward to seeing the report ASAP! We anticipate that the Review will recommend major investment directions and initiatives that need to be taken to move cycling forward in SA and provide:

- * a long term vision for Cycling development in SA
- * information as to where money has been invested wisely and where we should invest in the future.

It is frustrating that the Review has not seen the light of day and it seems important that the Minister know of the high level of interest in it in the community. Cyclists may wish to write to the Minister expressing such interest and requesting a copy of the Review. The Minister's contact address is:-

The Hon. Trish White,
Minister for Transport & Urban Planning,
Postal address: PO Box 8245, Station Arcade Post Shop,
Adelaide SA 5001.
Ph: 8303 0940, Fax: 8303 0949
E-mail: minister.white@saugov.sa.gov.au

Sam Powrie, Chair



Bikes for Refugees Update

Just to say "thanks" to all who came along to the two Working Bees during October/November, who offered bikes, or who expressed interest.

On the second working bee, with a lot of hard work, we scrubbed 3 bikes clean, serviced and repaired 20 or so bikes, and road tested those plus another 15, making around 35 bikes completed that day. This is on top of another 15 bikes from the first Working Bee got going. Some bikes proved very challenging - what looked like a simple service, turned out to take quite a bit of time. My special thanks to those who persevered with these difficult jobs.

In addition on Sat 4th Dec, Peter Good's class of bike mechanics students at Hamilton Secondary College, Marion, volunteered a day of their time to work on bikes, and Hamilton let us use their workshop for the day. Peter's students worked mostly in pairs, and managed to finish and road test another 9 bicycles, mostly ladies road bikes.

The bikes will be delivered to the Australian Refugee Association (ARA) over the next month or two, along with some locks, puncture kits, and pumps.

The Refugee Association have emphasised, they really appreciate BISA's donation of time and effort, and they are grateful to get clean, fully working bikes. They usually get only rusty machines with flat tyres, which no-one wants.

Joe, a volunteer who helps with ARA's deliveries, phoned me, to say he'd been taking some of our bikes out to families, and the children were quite thrilled. Usually he gets the children to help unload the furniture; but today the children insisted

the bikes were unloaded first, and then took off on them!

Once again, thank you to everyone who has helped with donating bikes, delivering bikes, collecting bikes, and with the working bees. Those individual efforts add up, and during 2004 we will have handled around 150 bikes, most being repairable and going to ARA.

My thanks also to the cycling businesses that helped us recently - Bernie Jones Cycles at Warradale, for a fantastic donation of bikes; and Clarke Cycles, at Magill, for terrific help with spare parts, and accessories. Without this support, the scheme simply could not go ahead. LifeCycles at Kensington Road, and Rojon Wholesalers, St Mary's, also gave us a bit of a hand this time, and they've helped us out before, too. Next time you're looking for bike gear, please remember BJ's, Clarke Cycles, and LifeCycles!

We have enough adult bikes done for the time being. I'm still looking for CHILDRENS BIKES, as a number of people are arriving with younger children, as well as teenagers. I'm also looking for BIKE HELMETS that people can use, until they get their own. We'd like to send each person a helmet along with their bike, so they can start riding at once. ARA help fund the cost of helmets, but people need to go out and buy a helmet first, and then give the receipt to ARA. This can mean a bit of work and travelling around for them, and it's probably going to be simpler, if we can send a helmet out with the bike.

Michael J Brisco



Update - BISA website

Not much has been changing recently. I put a lot of work into the Site early in 2004, to write the content, and in particular to develop the on-line street directory and the Adelaide bike route search engine. Around June almost all the major content areas had been set up; I was ready for a break; and the site was ready for a good tidy-up.

Around that time we had a generous offer, from a local outfit specialising in websites for community organizations, to upgrade the site, at no cost to BISA. The arrangement was that they would up-grade part of the site as a demonstration, time permitting. Provided that looked OK, would proceed section

by section.

It is now several months on, and unfortunately it appears that those arrangements appear to have fallen through. In addition, my own computer (still running Windows 95) is too slow to handle the site, especially now there are more photos. I'm aiming to up-grade first my computer, and then the site itself, in early 2005. In the meantime Ian Fisk has been keeping the site up to date with copies of Pedal Update, details of changes to BISA personnel and some other things obviously needing updating.

Michael J Brisco



Cycle Safety: A National Perspective

The Federal Government has just released a report by the Australian Transport Safety Bureau (ATSB) indicating that around 2500 cyclists are seriously injured on the public road system each year. Cycle Safety: A National Perspective, Jim Lloyd (Minister for Local Government, Territories and Roads) called for motorists and cyclists to share the road. "Cycling is an important form of transport and recreation for many people in the community," Mr Lloyd said. "It is important that motorists recognise the rights of cyclists to use the road and be considerate." "It is equally important for cyclists to know their responsibilities on the road and follow the rules." "While we shouldn't ignore the risks of cycling, we should also recognise the significant benefits regular cycling can provide to the community," he said. "Cycling should be encouraged as it can provide significant environmental and health benefits." The ATSB report summarises some of the

key cycling safety indicators:

- Cyclists account for around 2 per cent of road deaths and 11 per cent of seriously injured each year.
- In 2003, cycling was the fourth most popular physical activity among people aged 15 years and older.

There is considerable evidence that the overall risk to individual cyclists is low, and that the overall community benefits from cycling are likely to outweigh the loss of life through cycling accidents. Cycle Safety: A National Perspective at:-

www.atsb.gov.au/road/mgraph/mgraph17/index.cfm

Note: BISA has developed a Cycling Safety Agenda which we intend forwarding to the Road Safety Advisory Council. Any members interested in commenting on the draft please contact Sam Powrie at kabir@chariot.net.au.



Promoting Pedal Power

Are you the only cyclist in your household? Have you given up trying to entice others onto a bike? Don't despair, throw them the following conundrum and help their minds get exercise instead. Who knows, just maybe they'll want to test out the answer in practice.

The Facts:

You are 1.75 metres tall, with a Body Mass Index (BMI) of 23. You cycle for enjoyment, health and transport, and today you're going to combine all three by cycling from home to the Central Market. Your bike is a reconditioned "Peter Good" original with a "Sam's Basket" on the back for your shopping, weighing all up about 20 kilograms.

You cover the 30 kilometres of flat terrain to the market at a leisurely 15 kilometres per hour in the still morning air. After buying 5 kilograms of fruit and vegetables, you head for a picnic table in the parklands to eat your packed lunch: one banana, a 120gm muesli bar and a 375ml carton of iced coffee. The lunch takes 20 minutes, during which you share the table with some roller-bladers and engage in stimulating conversation about cranks, cogs and friction coefficients. As you leave, an afternoon breeze is picking up, giving you a pleasant 3 kph tail wind going home.

The Question:

Ignoring any time delay for digestion, will your lunch provide enough fuel to cycle home at 15 kilometres per hour, or will you have to dip into glycogen reserves to finish the journey?

The Answer:

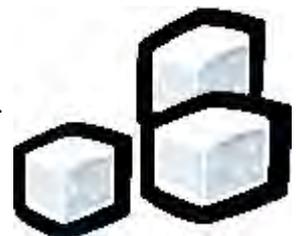
Here's some clues. You'll find the answer hidden somewhere in this issue of Pedal Update

Kilometres = ((B - (A x E) - (F x G)) / (C x J x K)) x D

- **A** is the 3620 kilojoules (KJ) provided by your lunch.
- **B** is the 2210 KJ derived from only the carbohydrate in the lunch. The kilojoules from protein and fat will not be readily available for the afternoon. μ
- **C** is the kilojoules per hour that your body will use for light cycling. This will vary person to person but assume

1000 KJ. α

- **D** is your 15 kph constant ground speed.
- **E** is 0.1, being the proportion of total kilojoules that your body needs for digestion. β
- **F** is the kilojoules of energy you'll use for the stimulating conversation. Assume 7 KJ per minute, unless of course you get very animated. γ
- **G** is the length of your conversation in minutes.
- **H** is your weight, calculated by BMI times your height squared (because Body Mass Index is weight in kilograms divided by height in metres squared).
- **I** is the weight of your bike when you started.
- **J** is the directly proportional effect of extra weight on the kilojoules required. Calculate this by expressing your combined homeward weight (H + I + shopping) as a proportion of your combined original weight. δ
- **K** is the effect of wind on the kilojoules required. It normally has an exponential effect but for the purposes of this calculation, due to the low speeds involved, assume a linear relationship. Calculate this by expressing your homeward air speed (ground speed less tail wind) as a proportion of your morning air speed (with no wind, ground speed = air speed). ϵ



μ Jeni Pearce. *Eat to Compete*. 1990. Page 110

α Reader's Digest. *Eating for Good Health*. 1997. Page 25

β Lisa Dorfman. *The Vegetarian Sports Nutrition Guide*. 2000. Page 33

γ Reader's Digest. *Eating for Good Health*. 1997. Page 25

δ Cycling Performance Tips. www.cptips.com/energy.htm. Page 2

ϵ Cycling Performance Tips. www.cptips.com/energy.htm. Page 5

from Alistair Powell



Contributors

Thanks to the contributors and proof readers for this issue, including:- Ken Brag(Holdfast Bay Council), Mike Brisco, Ian Fisk, Ian Graham, Tony Kitchener, Alistair Powell and Sam Powrie.



The First "Thinking On Two Wheels" Seminar & Workshop

The University Of SA will run this ground breaking seminar on Monday 17 January 2005 to promote debate and discussion on cycling issues concerned with health, recreation, tourism and sustainable transport. It will be a one day seminar/workshop just before the start of the Tour Down Under. The emphasis will be on promoting cycling as a healthy, fun activity that can directly encourage sustainable transport and sustainable lifestyle choices. A wide range of topics will be covered including two from BISA on cycling safety and getting the voice of cycling heard! The subject of the workshops will be cycling as a vehicle for 'contextual mathematics' - suitable for middle school and senior school teachers (and probably those involved in special education as well). Certificates of Attendance will be issued. All who are curious about the mathematics and physics of cycling would find much of interest in these workshops.

Registration: MASA members - \$20.00.
Other delegates - \$50.00.

Social program:-

Sunday 16th January 2005 - cross country mountain-bike riding through some of the beautiful scenery in the parks around Aldgate in the hills near Adelaide (bakery stop included!)

Wednesday 19th January 2005 - the Be Active tour, a stage of the Jacob's Creek Tour Down Under. Further information: Full details at <http://www.unisa.edu.au/nbe/news/TwoWheels/default.asp>

or contact Dr Stuart Clement (Convenor): stuart.clement@unisa.edu.au or Ms Hayley West (Event Secretariat):

Ph: 8302 2227 or hayley.west@unisa.edu.au



From the Net from Sam Powrie

1. Of particular interest is a recent exchange of letters in the British Medical Journal (BMJ) (which seems to take a considerable interest in cycling).

* Promoting walking and cycling as an alternative to using cars:

Vested interests doom puny healthcare interventions.
Douglas J Carnall.

<http://bmj.com/cgi/content/full/329/7476/1237?etoc>

* Promoting walking and cycling as an alternative to using cars:

Comfort of cycling needs to be akin to that of using cars.
Michael J McGrath.

<http://bmj.com/cgi/content/full/329/7476/1237-a?etoc>

* Promoting walking and cycling as an alternative to using cars:

Perception of safety is biggest obstacle. Patrick Lingwood.

<http://bmj.com/cgi/content/full/329/7476/1237-b?etoc>

* Promoting walking and cycling as an alternative to using cars:

Author's reply. David Ogilvie. <http://bmj.com/cgi/content/full/329/7476/1238?etoc>

These letters were all responding to a BMJ paper entitled Promoting walking and cycling as an alternative to using cars: systematic review. David Ogilvie et al. Also available at: <http://bmj.bmjournals.com/cgi/content/abridged/329/7469/763>

2. New NZ "Cycle Network and Route Planning Guide".

New Zealand's Land Transport Safety Authority has announced publication of their Cycle network and route planning guide. This aims to promote a consistent approach to planning the provision for cycling in New Zealand. It's interesting to compare this to Australia's AustRoads

Part-14 document (of which BISA has a copy). The guide has been posted on the net (AustRoads Part-14 unfortunately is not!) BISA understands that local SA expertise made a considerable contribution to this NZ guide! Available at:

<http://www.ltsa.govt.nz/roads/cycle-network>



3. Member Bill Gehling forwards a reference to a new paper, "Towards a Walkable Australia". Available in draft at the Bushwalking Australia website:

<http://www.bushwalkingaustralia.org/html/Towards%20a%20Walkable%20Australia.pdf>

The paper addresses the spectrum of issues that affect the level of walking in the community, and identifies key strategic actions that need to be taken by Australia's three levels of government, and supported by community organizations and individuals. The issues and strategies outlined have much in common with those of interest to cycling. The Bushwalking Australia Council is keen to have feedback!

4. Australian National Road Safety Action Plan 2005 and 2006

The Australian Transport Safety Bureau has released an action plan for 2005 and 2006. Identifies issues expected to influence road trauma levels in the foreseeable future, and sets out priority action areas for calendar years 2005 and 2006. Developed jointly by Australian jurisdictions, with input from the National Road Safety Strategy Panel. The plan has been endorsed by the Ministers of the Australian Transport Council. Available at:

http://trb.org/news/blurb_detail.asp?id=4417



Inquiry into Violence Associated with Motor Vehicle Use cont'd from page 3

http://www.abc.dotars.gov.au/library/Garrard_Road_rage_submission.doc

http://www.abc.dotars.gov.au/library/Garrard_Road_rage_presentation.ppt

http://www.abc.dotars.gov.au/library/Campbell_Vic_Road_Rage_sub.pdf

http://www.abc.dotars.gov.au/library/Campbell_Vic_Road_Rage_Appendix_A.pdf

http://www.abc.dotars.gov.au/library/Campbell_Vic_Road_Rage_Appendix_B.pdf

from Mike Brisco



A new BUG Network Proposed.

1. **BUGs:** Bicycle User Groups are of proven value around the world. They provide:-
- cyclists with forums for mutual support
 - Local Government with valuable community input and feedback
 - State Government with 'grass-roots' responses to plans and policies
 - employers (via work-based BUGs) with insight into the needs of their cycling employees and customers.

Currently there are 21 formal BUGs known to BISA with a few more loose 'workplace coalitions' that make themselves known from time to time. We are not in touch with Regional BUGs although they must exist and will no doubt grow in number. BUGs generally operate in isolation from each other and from any organised State-wide support with few linkages with key State Government and non-Government entities involved in cycling development such as:-

- the Office of Cycling & Walking
- Regional Offices of TransportSA
- key Technical Advisors within TSA and elsewhere
- Ped-Bike-Trans Professional Development etc.

This can leave their members isolated and uninformed.

BUG members also have few opportunities for the volunteer's equivalent of 'professional development' - for acquiring the information and skills (particularly around recommended technical practises and engineering solutions) that might make their activities more effective.

2. **Need for a Network:** Currently there is no organised BUG Network that can:
- coordinate and provide information for BUGs
 - widely publicise BUG activities on a regular basis or via a media-release network
 - provide BUGs with key and timely information on opportunities for cycling development
 - provide technical 'back-up' for BUGs in discussion with Councils etc
 - provide BUG members with organised training and information to assist their activities
 - coordinate and represent the opinions, experiences and responses of BUGs to Government or agencies on issues that affect us all.

BISA has been told repeatedly that if cyclists want to see real progress across the State - adequate funding for cycling and more consistent attention to cyclist's needs - the voice of the *cycling public* must be heard more consistently. The efforts of 'peak' cycling organisations need to be complemented by 'grass-roots' activity and advocacy. This is the community work in which BUGs play a crucial role. A BUG Network of some form could provide opportunities for more effective, stronger and combined inputs to Government.

3. **The Opportunity:** If all 21 existing BUGs were able to

have a combined voice on issues of mutual interest, they seem more



likely to influence on Government's understanding of cycling and decision making. BISA is in a good position to assist with all aspects of such a network:

- it has a regular, bi-monthly newsletter
- it has a web site which could host individual BUG pages
- it has capacity to provide a regular (if needed) e-mail bulletin
- it could potentially host an e-mail 'list' or bulletin board for discuss and information

BISA's mission also provides for supporting BUGs via organised training events or information sessions from key public servants, professional trainers or other speakers.

4. **Proposal:** BISA proposes that a supportive network of Adelaide's Bicycle User Groups be established that could utilise:

- a. an e-mail BUG Bulletin or subscriber 'list'
- b. a regular process of coordinated BUG reports in Pedal Update
- c. information gathering around key 'cross-BUG' issues
- d. provision of training and information opportunities to BUG members
- e. key BUG references and individual BUG pages at the BISA web site
- f. a regular 'BUG conference' of some sort.

BISA would undertake to set this up initially, the purpose being to assist BUGs to maintain their activities and to better advocate with Government. BUG members might support BISA via information gathering and commentary on Government initiatives and by actively assisting us to keep the BUG pages up-to-date. It is hoped that such a Network, if it proved useful, could eventually facilitate direct contact between BUGs and both the Office of Cycling and Walking and TransportSA's Regional Offices. We might even be able to generate direct Government financial support for BUG work as has occurred in Marrickville in Sydney and elsewhere.

5. **What Next:** Discussions are at an early stage. We'd really like to hear from BUG members and coordinators. If you think a BUG network of some kind (or even just a set of BUG resources at our web site) might help your local advocacy efforts, please let us know your ideas. If you'd like to discuss your BUG's participation in such a networking project please contact me at kabir@chariot.net.au, Mike Brisco at bris0014@flinders.edu.au or ring BISA's Phone no. at 8411 0233.

Sam Powrie, Chair, BISA



BUG Updates Holdfast/Marion. from Ken Brag and I Fisk

A few notes from the Dec combined Holdfast Bay/Marion BUG meeting:-

Seacliff Coastal Park A section of Esplanade from Edwards

Street Brighton to Angus Neill Reserve Seacliff is being beautified with a 4 metre wide shared pathway. See picture on page 1.

Australian Bicycle Council - renewal of National Cycling Strategy, 2005-9

The Australian Bicycle Council (ABC) operates within the Federal Department of Transport and Regional Services (DoTARS). ABC is mainly representatives from transport administration at National and State level.

Why do we need a National council? Australia has three spheres of Government - Federal, State and Local. All three affect areas that involve cycling. Cyclists need to have input into regulations, rules, policies and laws that are developed at national level, e.g. the Australian road rules; or design rules; or syllabus for driving exams; or tourism policy; and so on. Second, most other countries adopt a national approach to cycle planning, for uniformity, and it is about time Australia did the same. Third, many cycling issues are the same in all States - e.g. bus-bike interactions. It makes sense to tackle these once and for all, nationally, rather than each State doing its own thing, and studies being repeated several times. Finally, there is a need for a national resource on information and statistics, to provide a reliable reference source for all cyclists, and to allow comparisons between States, and between nations. The ABC in theory provides a means to achieve these worthwhile ends.

As ABC's charter says, the council's objective. "Is to increase safe cycling and remove impediments to cycling". To do this, ABC developed a National Cycling Strategy for 2000-4, and is responsible for implementing the strategy.

The Strategy had five main objectives. Few cyclists would argue with any of them. Most are as relevant to day as when first written 5 years ago.

"-to develop partnerships between Federal, State and Local government, and the cycling industry, to implement the strategy

-to make sure cycling is included as a valued element, in all aspects of Govt policy and planning (e.g. road design, tourism, health)

-to develop facilities that support increased cycling - e.g. end of journey facilities; bike lanes; route networks; maps

-to make sure safety for cyclists, on and off road, is improved continuously

-to ensure the benefits of cycling are recognized by the decision makers, and by the Australian community."

The rub, however, is that the strategy seems to be all we have. The Council has little money to implement anything. In each of the last five years, the Federal government spending on ABC was a few thousand dollars - apart from the election

year of 2004, when it released \$2.4 million all of which went to bike lockers at transport hubs. But this does not alter the grim picture, and the council has no guarantees of funding or continued existence in the future either. The council is now assembling its 2005-9 strategy, and odds are perhaps that the same issues will re-emerge since they are still relevant. The review was contracted out to GHD, one of the larger firms of consulting engineers. The review has several stages: interviews with the transport professional CEOs; meeting in various States with stakeholders in cycling; a draft document on the ABC website for public comment; a final document by March 2005.

The Adelaide stakeholders meeting was on 8 Dec Peter Good (BISA's engineering officer) and myself attended, to represent the interests of you, our members, the people who actually ride bikes along our roads. Around 20 other people came, from State transport, local government, engineering firms, and community organizations. The format was as a 2-hour workshop or focus group, designed to generate ideas and feedback for the new draft.

We did our best to make sure that ABC will, in future, better meet the needs of cyclists. We asked that ABC have more representation from community groups such as BISA, BikeSA, etc, partly to make sure cyclists points of views are heard, and so ABC can act independently for cyclist needs. We pointed out the dire funding situation, and asked that ABC be guaranteed funding to not just come up with a National Cycling Strategy, but to implement some of it. As to the amount of funding - as a starting point, BISA advocates that if cycling makes up around 1% of journeys, it should be allocated 1% of the transport budget. There was support for this, though people felt this is a minimum, if we are to prepare for an oil-free future, not just respond to current demand.

GHD took extensive notes of the discussion, to combine with those from its other workshops, in other State capitals. The Draft 2005-9 National Cycling Strategy, which will incorporate results from the workshop should be out on the ABC website soon, and public comment is invited. This is one of the few opportunities you will have, to influence national cycling policy. Please make sure you have your say. The current level of funding for ABC, is a national disgrace.

website: <http://www.abc.dotars.gov.au/index.htm>

Mike Brisco



BUG Updates Holdfast/Marion cont'd from previous page

Glenelg Tram Parkway Glenelg Tram Parkway, a shared pathway from Brighton Road Glenelg to South Terrace Adelaide is under the control of Planning S A and the Minister for Urban Planning has just given approval to progress to a Concept Plan.

Patawalonga Frontage Detailed design plans have been finalised, tenders have been called, and the placing of powerlines underground will take place in December 04 and January 05 with road reconstruction to be completed in May 05.

Bicycle Funding The Council of Holdfast Bay will receive no funding from the Office of Cycling and Walking regarding Council's State Bicycle Fund for 2004/05. The Council will fund the Bicycle User Group and the Bicycle Co-ordinator Position and some minor infrastructure changes.

Holdfast Shores Stage 2 B Negotiations with the consortium are taking place to install additional signage to divert the shared pathway along Chappell Drive and then to the south along the back of the Ramada Pier Hotel. Cyclists would need to dismount to use the temporary walkway on the

Cycling for Pleasure Rides

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

Jan 10th and every Second Monday Evening Ride in Comfort from Brighton Railway Station Car park 6.0 pm to 8.0 pm Eric 8377 0639

January 16 Down South with Dennis

A midsummer beach ride with Dennis. 40km.
Meet at Noarlunga Station at 9.15am. Catch the 8.34 train from Adelaide. Dennis Ph: 8384 4756

January 30 Evening Ride

Bring the kids, grandkids, grandparents, cousins, for a casual evening ride to a fish and chip shop and a park. About 20km.
Meet at Victoria Sq at 5.00pm. 20km. Anne Ph: 8278 7321

February 13 Mt Lofty to the City

An all downhill ride. Leave by car from Victoria Sq at 9.00am. Meet at Mt Lofty near the top entrance to the Botanic Gdns at 9.30am. Jilden will organize car sharing. Jilden Ph: 8370 8011 If you would like to ride up the hill and meet the others at Crafers, meet at Mitcham Station at 7.30am.

February 27 Down the Corkscrew

Meet at 11 Bruce Ave, Rostrevor at 8.00am for Bryan's Birthday Breakfast before the ride. The ride will start at 9.00am. A few hills and back via the Torrens valley. 40km. BYO lunch. Bryan Ph: 8337 5662

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.

Every Monday evening Cycle2max. Norton Summit ride 5:30 pm Tower Hotel, Magill Rd and St Bernard's Rd. Michael D 8294 0709

8th and 9th January 2005 Purnong, Lakeside CP Day rides Saturday and Sunday 50 - 60km each day. Or leave 6 January from Capells, Camping Mt Pleasant. Some dirt roads and hills the first day. Return via Eden Valley CP on Mon 10th Jan. Train from Gawler or ride back. Details Alan 8263 7651

8 JAN Saturday AUDAX 100 - LATTE CENTURY Get ready for the Alpine Classic, ride to Mt. Lofty Summit. Unsupported - Leaving from Blackwood. All riders must contact Matthew Rawnsley (08) 8370 0415 or via email m_rawnsley@hotmail.com by the Thursday before the ride for details.

Saturday 15th January 2005 Kangaroo Island Ride A 3 days, unsupported leaving Sunset Cove Marina, arriving Kingscote 10:00am. Cost \$34.75 one way. Security guard will watch over cars. David Wilson blinky@iprimus.com.au or mobile 0410 499 280. Names and numbers needed by end

of December to negotiate fees.

15 Jan Saturday First of 4 part A-Series rides- TWIN PEAKS 50km Check TTT web site for additional details Leaving from Modbury. Contact Tom 0408 964 610 at least couple of days in advance.

22 January Saturday Tour Down Under Ride Meet 9.30am, Park and Ride Kenihans Road, Happy Valley. Ride to McLaren Vale on Veloway and back on the rail trail to see 3 laps of the Tour Down Under. Alan 8263 7651

28 January Friday Singles Ride. Last Friday of every month - 5.30 Park your bike at "Cafe Buongiorno 187 Rundle St (opposite Super Elliots)" Talk bikes (Michael D 8294 0709)

20 February - Sunday Sue's Scintillating Sojourn. Contact Tom 0408 964 610

27 February - Sunday Marne River Leaving Cambrai 8.00am. 50km well formed dirt roads. Peters Harrison 0408 738 322.

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.

BUG Updates Holdfast/Marion cont'd from previous page

beach in front of the old Magic Mountain site. A shared 3.5 metre pathway is to be built along the front of the old Magic Mountain site outside the hoarding once the seawall has been constructed. This may be in place by Christmas 2004.

Hazards:- Ones reported at previous meeting had been sorted out, some new ones were reported.

The event "Marion Celebrates" is being held at the Marion Cultural Centre on Sunday, 13 March 2005 from 12 noon to 4pm. The focus of the event is on 'sustainability' and cycling is a key component of this. A mini fun triathlon is being

held at 9.30am and Brighton Kiwanis will be offering free engraving for bikes and will register bikes with the police. BUG would like to have a static display, with a banner promotional material; photographs etc and maybe distribute Bikedirect cycling maps.

Cove Road bicycle track near Marino Station. is slowly being extended Northward.

Future Meetings to be held at 6:30pm, 1st Wednesday of each Month.

2 February 2005, 2 March 2005, 6 April 2005



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	Paul Morris		8372 8861
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(until May 31 2005), 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.)			

Promoting Pedal Power (answer)

$$\text{Kilometres you can ride on energy from your lunch} = ((B - (A \times E) - (F \times G)) / (C \times J \times K)) \times D$$

$$= ((2210 - (3620 \times 0.1) - (7 \times 20)) / (1000 \times 1.055 \times 0.8)) \times 15 = 30.35 \text{ kilometres}$$

Answer: you will just reach home without needing to use glycogen reserves





Pedal Update

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BISA
GPO Box 792
Adelaide SA 5001



Give cyclists a metre

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Notice of BISA Annual General Meeting

The Annual General Meeting of the Bicycle Institute of SA Inc will be held on 9th March 2005 at the Disability Resource Centre, 195 Gilles Street, Adelaide, commencing at 7 pm.

The nature and order of the business to be transacted at the meeting shall be :

- Welcome and apologies
- Guest speaker
- Minutes of 2004 AGM
- Consideration of the accounts and reports of the Committee
- Consideration of the audit report
- Appointment of auditor
- Election of Committee members
- Other business

Nomination Form for BISA Committee 2005/6
AGM. 9 March, 2005

I, _____ (Member's name)

of _____ (Member's address)

being a current financial member of the Bicycle Institute of South Australia Inc. nominate

_____ (Nominee's name) for the position of _____

for election at the 2005 Annual General Meeting.

_____ (Nominator's signature)

I accept this nomination _____ (Nominee's signature)

to reach BISA by 9 Feb 2005

Standing and Voting for the New BISA Committee 2005



BISA NEEDS YOU

Lord Kitchener graphic from Tony Kitchener!

It's important that the 10-member BISA Committee draw on as wide a range of members as possible. A number of those currently on the Committee have been there for a while and feel that *new* views and energies are needed, especially those of younger people! 2005 promises to be a year of substantial positive change and as a Committee member you are *guaranteed* a significant role in improving conditions for cycling in S.A. The current Committee is down to 8 members and a number will be standing down. We strongly encourage Members to consider nominating!

We hope to *improve* the process for voters at the 2005 AGM.

If you are *at all* interested in standing for the Committee for 2005 please post in your nomination before Feb 9th to BISA, GPO Box 792, Adelaide, SOUTH AUSTRALIA 5001. A nomination form is included in this copy of P.U. (above) Nominees are welcome to send a digital picture to accompany their nomination to editor@bisa.asn.au .

Sam Powrie,
Chair, for the BISA Committee, 2004.

