



Pedal Update

No 166, May - Jun 2005 ISSN 1321-1870

Signs of the Times: BISA Cartoon Competition see Page 3



One of the Trikes on display at the AGM see page 9



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Calendar

7th May "Wheels of Justice" Mass Rally (see P12)

11th May BISA Business meeting. - All Welcome

8th June BISA Business meeting. - All Welcome

7 pm Business meetings 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.



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: 14th Jun.

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

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BISA Committee, 2004.

Committee Member	Role & Portfolio	Contact
Sam Powrie	Chairperson , Road safety, speed limits, Infrastructure, BFA & DTUP liaison.	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.	
Peter Sampson		
Richard Bentley		
Peter Good	Engineering & Local Gov't liaison	8331 7735
Tom Eldridge-Smith	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



Hi BISA Members,

Thanks first to everyone hanging in there for the cause of cycling! BISA is still here because you are! And thank goodness for that! Indications are that this current Government, big on talk but for a long while a bit short on action, has started to recognise S.A.'s need for a sustainable transport system. As you'll see below, we have been active in encouraging Government to 'take the next big step' in supporting the many needs of cycling and Active Transport generally.

BISA held another successful AGM on March 9th. The Committee said farewell to Kath Cooper and welcomed Peter Sampson and Richard Bentley. We welcome Tom Eldridge-Smith as the Tea Tree Tourers nominated representative. I believe we still have the Vice Chairperson's position vacant - if anyone is interested, please remember we can appoint someone to the position and you're guaranteed an interesting time! The AGM also ratified a small increase in fees in BISA's long term interests. Jeff and Russell from Bernie Jones Cycles provided a fascinating exhibition of their new

range of special needs cycles. I asked them to come along to our AGM again because I intend making Special Needs Cycling a special feature of BISA's work for 2005 - more later!

I had prepared a lengthy report for the AGM of which I predictably managed to only discuss only about 10% on the night. Suffice it to say that a lot happened over 2004. Tim O'Loughlin, CEO of TransportSA gave us a broadly ranging address on a range of cycling issues facing TransportSA and it was heartening to hear of the attention that he and others had obviously paid to our submissions over the previous year. It was also interesting to hear his considered responses to several perceptive questions from members.

Having Tim at the AGM was something of a coup and I'm pleased to say that the contact has been ongoing and fruitful. I have since met with him on 2 other occasions and as a result, have now had access to the 'Review of Government cycling Expenditure' - the 'Radbone Report'! Although it remains confidential I will say that it doesn't tell us much we all don't already know! Tim has also given BISA access to a draft 'Safety in Numbers' Cycling Strategy for S.A. and an associated 'ideas for cycling initiatives' document. Both were prepared to follow up the Draft Transport Plan. We are currently responding to these. These documents too unfortunately remain confidential. However we anticipate that once finalised (or perhaps a bit closer to the election), the Cycling Strategy at least will be released publicly.

The Committee have all been extremely busy, both before and after the AGM. Mike Brisco, Peter Sampson and Peter Good have had input to a national consultation on management policy for Pedestrian/Cyclist Interactions and Shared Paths (identifying best practice solutions, engineering, urban design, educational/behavioural inputs etc). I am hoping that we'll come up with a position paper we can share with Government in SA as well.

BISA currently has an invitation to participate in consultations around SA's development of a Physical Activity Strategy - Implementation and Action Plan. If you have a particular interest in this area and would like to represent BISA in such consultations please contact me ASAP.

Alistair Powell has prepared a new catalogue system for the BISA library, which I'm sure he'll explain in a future P.U. The idea has been to give BUGs and other members ready access to the contents of the library - or at least to allow them to more easily see what's there. The catalogue is organised around key-topic categories (safety etc).

Peter Sampson and Peter Good have both provided input to the Keswick Shared Path Concept Plan. Peter Sampson attended

Chairperson's Report cont'd from prev page

a workshop on 17th March and provides a brief summary in this P.U. This is an important initiative likely to be of interest to many commuting cyclists as it has potential to link both Anzac Highway and the proposed Glenelg Tramway route directly into the city network.

After the AGM Tim O'Loughlin kindly provided BISA with two (I'm told rather rare) large-scale metro area maps (Nth and Sth) showing Adelaide's Principal Bicycle Network and the proposed 04/05 Arterial Road Bicycle Facilities projects. Unfortunately these maps are only as accurate as the current BikeDirect map files at the DTUP web site - and we know that they are not up-to-date. Nevertheless, we will be updating them as we understand that DTUP intend a major change to their system of cycle route mapping (more on this later). These maps have been laminated and will be a great resource for the Committee and for members.

I should highlight the amazing amount of work that the Committee's 'foundation' members have put in. Ian Graham has spent long hours on BISA's financial planning (indeed it has become a general Committee obsession). It has been primarily his effort that has allowed us to see more clearly where we need to be heading for a sustainable future. Alan Marriage has provided the constant organisational impetus and discipline we look for from a Secretary and Laura Adele as Membership Secretary has continued to develop her pragmatic and thorough management of BISA's Membership Database.

I should also not sign off without mentioning again the invaluable support of Margaret and Graham Day who, with Clive Palfrey and our bicycle deliverers, have continued to manage the distribution of Pedal Update and Australian Cyclist to Members across Adelaide. Margaret and Graham are 'retiring' from this position with this current Pedal Update. Fortunately we have been able to secure assistance from other Members who will be taking over this distribution role. Please bear with this process as these new volunteers 'learn the ropes'. Margaret and Graham leave large shoes (probably SPDs) to fill! As with all such transitions there may be hiccups along the way. Any problems - please contact me.

2005 will be a great year for cycling in S.A. We've started off extremely well with the outstanding Pedestrian and Bicycle Plan from the Unley City Council, the great progress with the iconic Semaphore Road cycling developments (both in this issue) and significant steps forward in cycle planning. I expect great things from the Office of Cycling and Walking in the near future and we can already start to see some of the large gaps in Adelaide's cycling network being addressed. Cycling is an idea which simply cannot fail - it's 'a goer'! We just need to keep our eyes on the prize (borrowing a bit from Martin-Luther King) and keep pedalling!

Best wishes,
Sam Powrie,
Chair-BISA.



Renewal Time



It is time for membership renewal. A membership form is enclosed for all those members who are due to renew their membership in May 2005.

For payment please forward your cheque, Australian Money Order or the receipt from the CPS Credit Union for a cash deposit at one of their branches. Direct payments to CPS Credit Union should be made to Bicycle Institute

of South Australia and the account number is 805-022-02274115. Direct credit transfers can also be made by the internet and if using this method please identify the sender in the transfer and also forward all details with your form. Without sufficient information it can be very difficult to credit payments to the right member. The date the transfer is made is one critical piece of information that is often left out!

Please make your renewal as soon as possible as I am going

away in early July and would like to have as many completed before then as possible.

The membership fees have been increased this year and are now:

Membership	1 year	2 year
Individual	\$45	\$88
Household	\$55	\$105
Organisation	\$65	\$125
Concession	\$40	Not available

Overseas rates are available on application.

Membership cards will be forwarded with the next issue of 'Pedal Update' after they are received. If you would like yours earlier please include a stamped self addressed envelope.

Please note that third party insurance cover will no longer be provided after 31 May 2005.

Thank you.
Ian Graham Treasurer



Signs of the Times: BISA Cartoon Competition

OK folks - I know oil reached an all-time high earlier this month. I know that there are dire predictions all over the place of Peak Oil this year and the end of the 'petroleum age' etc etc. I'm one of the more excitable doom-sayers myself and even I find it all a bit tiresome! So here's a bit of post-petroleum cheer. Best caption for the cartoon gets a modest gift certificate from one of Adelaide's ritzier purveyors of

fine bicycles. As an idea, a caption could be what the fellow 2nd from the left is saying, what the bloke behind the desk (or on the bike) is thinking, or a general comment. Go to it! You have until the end of May to get your entries in. Post to BISA (don't forget your name and address) or email me at chair@bisa.asn.au.

Sam Powrie (See also "Cartoonist Needed" Page 4)



Summary of the Treasurer's Report to the Annual General Meeting 9 March 2005

Balance sheet for 2004

Receipts

Membership fees	14,715.50	
Donations	445.18	
Advertising donations	400.00	
Interest	1,427.65	
Dinner deposits	1,035.00	
Sundries	12.25	
		\$ 18,035.58

Payments

Magazines	8,166.40	
Postage	1,197.08	
Telephone expenses	371.56	
Stationary	285.66	
Web site	118.74	
Telstra Message Bank	377.14	
Bank charges and taxes	54.50	
Printing	4,623.30	
Insurance	5,076.50	
Photocopying	457.12	
Membership fees	275.00	
Cost of dinner and refunds	1,750.00	
Sundries	371.35	
		\$ 23,124.35

Deficits

2004	\$ 5,088.77
2003	\$ 1,765.15
2002	\$ 1,601.99

The possible deficit for 2005 ranges between \$100 and \$1,100.

The committee took the decision to recommend that fees be increased and this was accepted by the Annual General Meeting. The new fees are noted in the membership renewal information in this edition. A further rise may be necessary in the future.

Ian Graham Treasurer



BISA RESPONSE TO THE DRAFT UNLEY PEDESTRIAN & BICYCLE PLAN.

At short notice Peter Good (BISA Engineering spokesperson) prepared an excellent response from BISA to this comprehensive and visionary plan! In Peter's words, it 'has managed to combine studies of transportation and land use in Unley with aspects of social inclusion to produce a plan with bold recommendations that will indeed enhance safety for healthy and sustainable personal transport forms when implemented.'

BISA endorsed key features of the new Unley plan:

- a coherent network connecting centres of social activity in Unley
- well engineered, low stress cycling routes along streets and rail corridors
- safe crossings of busy roads and rail lines.
- a long-term approach to the encouragement of cycling as a sustainable transport mode

- the adoption of the 'Access for All'.

Some key points made in BISA's submission included:

- cyclists crossing arterial roads require more 'protection' than simple refuges. Pedestrian activated signals should always be considered where major bicycle routes cross arterial roads (e.g. the West-Unley Commuter Route (WUCR) crossing of Goodwood Road)
- Greenhill Rd/Anzac Hwy - there is no connection from the West Tc. Path across Anzac Hwy for cyclists travelling south from the city. The cycling safety issue regarding the Anzac Hwy/Greenhill Rd intersection must be fixed
- the Plan needs to consider cyclists commuting through Unley, not just within it. Many cyclists use the 3 major arterials that run through Unley and those that border it. BISA believes that improving the lot of cyclists on these major arterials should not be ignored within the scope of this plan
- support for lowering of speed limits along arterial roads within Unley's 'villages'
- support for the Plan's provision of bicycle boulevards.
- the proposed Unley network connects well with existing facilities in adjacent Councils!
- facilities that enhance safety, provide amenity and continuity for cyclists are assets that will increase in value over time. No expense should be spared to make them work well from the start.
- off-road paths are safest for slow cyclists but fast moving (commuting) cyclists make them dangerous for themselves and for other users. On-road alternatives must be provided for fast cyclists wherever physically possible
- shared paths require lighting at night for safety of all users
- occasional (illegally) parked vehicles on part-time bicycle lanes during operational times make these very dangerous for cyclists.

More details about the plan and the planning process available here: <http://www.unley.sa.gov.au/site/page.cfm?u=575#e610>.

A copy of the Final Pedestrian & Bicycle Plan will be available at this website at the end of April. Further comments from BISA Members on the UCC Plan are welcome and should be directed to Peter Good at prgood@adam.com.au. BISA congratulates Unley City Council staff and the Unley B.U.G. on a great effort!



Cartoonist Needed

Fancy yourself as the new Leunig? Like to see your cartoons reach a vast new audience? Reckon your drawings are cool and the world needs to know? BISA needs you! Specifically, we need the regular services of a talented cartoonist who can draw and scribble on cycling themes, preferably with a sharp sense of humour and a keen eye. If you reckon you've got what it takes please contact the Editor.

'Young' applicants welcome!



Contributors

Thanks to the contributors and proof readers for this issue, including:- Laura Adele, Richard Bentley, Mike Brisco, Craig Cooper, Ian Fisk, Peter Good, Ian Graham, Tony Kitchener, Alan Marriage, Daniel Mourek, Sam Powrie and Peter Sampson.



Electronic version of Pedal Update

Electronic version of Pedal Update

In September last year the Committee canvassed member views on a number of topics, one of which was their interest in reading *Pedal Update* in electronic rather than printed form. It is incidentally a form of communication used extensively in New Zealand by the Cyclists Advocacy Network (<http://www.can.org.nz>).

The survey response indicated considerable interest from members in this option and consequently it was decided to give it a trial run. An email was sent in March to all BISA members on the *E-News* mailing list, giving them the opportunity to join the trial. So far, 70 members have elected to participate.

In the trial, *Pedal Update* will be placed on the BISA web site one or two weeks before the paper version is available (due to printing and delivery time for the paper version). There may be other advantages as well, such as colour photos, longer versions of articles, web links etc. The electronic version will be a password protected Adobe Acrobat document that can be downloaded, read and saved, or printed.

As well as helping the environment, an electronic version would help BISA use membership subscriptions, and the time and efforts of the Committee, as effectively as possible. At the conclusion of the trial - probably after 2 or 3 issues - we will seek participants' feedback as to how it has worked,

what needs to be improved and anything else that needs to be considered.

The Committee's responsibility is to try out every avenue to reduce costs and maximise its contact and communication with members. Whatever the outcome of the trial, rest assured that BISA will continue to provide members with up-to-date and relevant information on the state of cycling in South Australia.

E-News Number 3 was also sent out in March and advised that BISA had been invited to participate in national consultation on cyclist and pedestrian interactions on 'Shared Paths'. This is an important issue in Adelaide and South Australia given our use of several shared paths as major cycling routes. Members were asked to supply any comments, problems or recommendations about shared paths to Mike Brisco prior to the 3-hour consultation workshop on 6th April that he would be attending on behalf of BISA.

If you haven't received *E-News* or the electronic *Pedal Update* offer, but would like to participate, please send your name and email address to Laura, our Membership Secretary, at membership@bisa.asn.au



Port to the City: Adelaide's Next Arterial Bike Route?

One of the main issues that BISA has taken to Government over the last year has been the need to establish a clear and efficient network of Arterial Bike Routes (ABRs) across the Metro area. We have defined ABRs as on-road or off-road routes (or combinations thereof) that allow cyclists to travel over commuting distances at appropriate commuting times as fast, as safely and as conveniently as possible. Some ABRs will be on the road. Some will be off-road paths. Most will involve both. Overall the emphasis is likely to be for on-road provision. That's BISA's vision!

Obviously to establish such a network from scratch is never likely to be realistic. We have to look for opportunities that lie in existing assets and infrastructure. Rail reserves and quiet roads that parallel rail or tram lines are one such ideal opportunity. This has long been recognised by BISA and we believe is starting to take shape on TransportSA's agenda as well. The most prominent opportunities currently before us are the already planned Glenelg Tramway Shared Path and a proposal for a City-to-Port route.

A more direct Port-to-City route has long been under

discussion by the Port Adelaide BUG. The local BUG group has in fact ridden it a couple of times, establishing that the only real technical difficulties (apart from some main road crossings) are a section adjacent to Cheltenham Race Course and another at the top of Port Road just before it reaches the Park Lands. Both can be resolved if a path can be established on the rail reserve itself. The remainder of the route appears to simply require improvement of existing off-road paths and BikeDirect routes, and perhaps suitable treatment of some delightful and quiet streets running parallel to the rail reserve. Creating such an ABR would create a fast, convenient and much safer alternative for many cyclists currently running the gauntlet of Port Road traffic.

BISA is planning a 'mapping' exercise to help generate an illustrated proposal for development of this route to put to TransportSA. This will probably involve a couple of weekend rides in May and June in collaboration with the Port Adelaide BUG and several members who live along the proposed route. If you are interested in this exercise please contact me at kabir@chariot.net.au or 8449 9902.

Sam Powrie.



Bikes for Refugees update

The Scheme has been fairly quiet over the last few months, but we are starting doing up bikes again.

To January 2005, donations totalled 177 bikes! We recycled and handed on 101 of those. We sold 5 and have another 3 retained to sell, to fund the scheme. 9 were beyond worthwhile repair, so we used them for spare parts. 5 are real

museum pieces - probably too old for anyone to want, but interesting. That left around 50 bikes which we still have on hand to fix, with about 20 others on offer.

Thanks to all who helped during 2004. The bikes certainly get used
Mike Brisco.



Australian Bicycle Council's Pedestrian-Bicycle Interactions Working Paper.

The ABC web page on its Pedestrian Bicycle Interaction project has been updated. See:-

http://dtcbr01cmst01:208/pedestrian_bicycle_interactions.htm.

A working paper is available for comment at: http://dtcbr01cmst01:208/doc/Ped-Bike_Working_Paper_1.doc.

The consultants conducting this project would appreciate any comments - send them via email to Ian Ker at iank@arrb.com.au.

BISA has also been involved in recent consultations in Adelaide on this issue. Mike Brisco attended a workshop with key stakeholders and will be preparing a brief Position Paper for BISA.

If you would like to contribute to this please contact Mike at bris0014@flinders.edu.au.



State Government Launches New Infrastructure Plan. Ref: www.infrastructure.sa.gov.au

On Thursday 7th April the State Governments long-awaited Infrastructure Plan was launched. At first glance it appears something of a disappointment for cycling and sustainable transport on two counts:

1. First, there is very little in the plan for those who cycle to work. Yes there is a general promise to 'complete the city's cycling network - a 'good thing'! However there is no mention at all of the greatly increased investment needed to properly establish the many Arterial Bicycle Routes Adelaide needs to make large-scale commuter cycling feasible and convenient for all.
2. Second, international oil production is failing to keep up with an exponential demand curve and will soon fall off - probably within the next 2-3 years. Combined with spiralling competition for available supplies this means that by 2020 the world will need to effectively double its oil production just to stay ahead of severe shortage! Informed analysis clearly says this will simply not happen! South Australia now imports all of its liquid petroleum fuels making us supremely vulnerable to supply disruptions. For the average South Australian, the costs and realities of personal transport are likely to change markedly over the next 10-15 years.

Unfortunately one looks in vain for any real acknowledgement of such change in the Infrastructure Plan. Where are the new networks of bike paths to all railway stations and transport interchanges? Where are the bicycle storage facilities or train carriages for carrying multiple commuter bikes? Where are the rapid cross-town or localised transit facilities that will really get people out of their cars? Or provide real alternatives when they can no longer afford to run them? The South Road tunnels and overpasses look like winners today.

But surely we need to have much more visionary, affordable and longer-term solutions for a changed world!

Couldn't the hundreds of millions of dollars set aside for traffic tunnels be better spent ensuring that Adelaide has a sustainable transport system that will cope with the inevitable changes to come! It's time the Government faced facts - major cycling investment is necessary if we are to take advantage of Adelaide's flat topography for Active Transport! Commuter cycling needs to be able to compete on equal terms with motorised transport and for this it needs a complementary level of investment!

My concern is that this new Infrastructure Plan does not portray any vision of a sustainable transport future. Where projects (such as the Marion Interchange) do seem to fit with such a vision, they appear simply as ad hoc responses without fitting into any overall plan. What happened to South Australia's Sustainable Transport Plan launched in draft form last year? Will the transport centrepieces - the tunnels and overpasses on South Road - just be white elephants creating debt for future generations to struggle with? What relevance will such vast expenditure on more motoring facilities have in the context of much pricier fuel and increased energy privation? Were such questions considered in the writing of this plan?

Please - have a look at the Infrastructure Plan, especially the bits dealing with transport. Ask yourselves, what vision is there for a truly sustainable transport system for your children and the next generation in this plan? BISA will prepare a formal response to the plan and we need to hear your suggestions as soon as possible.

Sam Powrie,
Chair.



London's Congestion Charge Increase

Ken Livingstone, Mayor of London, announced plans to raise the Congestion Charge from 5 pounds a day (around \$12) to 8 pounds a day (around \$20) from 4 July. This is in effect the fee you have to pay to take a motor vehicle into central London. There is also talk of extending the zone that the charge applies to.

Mr Livingstone said the 60% increase on the current levy of £5 would rise up to £45m a year for investment in London transport projects.

The raise comes after a six-month public consultation that saw 75% of individual respondents object to the increase.

The charge has been in place for around 3 years. There are small concessions available, for people who need to travel to central London to work, and for company cars involved in car-pooling. Other cities in the UK, e.g. Manchester are considering similar schemes.

Source: UK Guardian, various articles; 2 March 05
Michael J Brisco



Keswick Shared Path Consultation Meeting (17th March)



BISA's Peter Sampson recently attended the consultation meeting for the proposed Keswick Shared Path. Also there were reps. from the Royal Show Society, Adelaide City Council, Unley Council, Unley BUG, TransportSA, Office of Cycling & Walking and consultants QED. The meeting was chaired by Paul Simon from Tonkin Consulting with a PowerPoint presentation including aerial photos and photos of the route proposed. This is a very exciting proposal - it really shows the potential for using rail corridors and unused space across Adelaide for creating new cycling facilities. This pathway would be a great addition to Adelaide's bike network.

There are a number of engineering challenges associated with the project. In particular it appears a grade entrance allowing cyclists to cross Anzac Highway is preferred to an underpass (an underpass would cost in the order of \$0.5M with a 50 metre tunnel that would probably be a safety concern after dark, even if it had cameras and was lit. Tonkin Consulting issued A3 drawings for comment within a week from the meeting and BISA responded to these formally. The next stage of the project is to collate all feedback and then to have the project costed. Let's hope funding is available to allow this project to proceed in the near future - it would form a great link to the proposed path on the tram-line and utilise a currently dead space. Any queries or comments - contact Peter Good, BISA's Technical Group Convenor (prgood@adam.com.au).

Peter Sampson,
BISA Committee
(Sampson.Peter@saugov.sa.gov.au)



Proposed Keswick Shared Path connecting Track W of Anzac Highway, Crossing at existing Pedestrian Crossing, a new path through parklands to Greenhill Rd, W of Showgrounds to a future connection to Glenelg Tram line shared shared path.



Norwood Parade Reduced to 50km/h

As her last act as Transport Minister prior to resigning Trish White recognised the plain fact that Norwood Parade is a dangerous nightmare for pedestrians and cyclists. The Parade is essentially a shopping mall dressed up as an arterial road. It is a 'mixed-traffic' zone which would be set as low as 30 or 40km/h overseas! Minister White's reduction of the limit between Osmond Trc. and Portrush Road to 50km/h will at least give pedestrians and cyclists a sporting chance if they are unlucky enough to be hit, reducing the chances of fatality by some 30% and serious injury even more. Tragically the reduced speed limit has come too late for at least one pedestrian who was hit and killed recently. Over 80% of urban casualty crashes occur on arterial roads set at 60km/h. Virtually all serious cycling injuries occur on such

roads. Our Government's delay in reducing arterial roads to 50km/h is costing lives - something we can no longer tolerate! Our leaders know very well that 50km/h speed limits can only be truly effective if they are applied to all arterial roads. We have a new Transport Minister and it's time for a new and bold approach! No more lives should be thrown away simply because Government is scared to do what is right. Norwood Parade's reduction is a significant first step. BISA asks members to write to Minister Conlon requesting the reduction of all urban arterial roads to 50km/h now!

Sam Powrie, Chair

Write to: The Hon. Pat Conlon, Minister for Transport,
minister.conlon@saugov.sa.gov.au GPO Box 2969, Adelaide



Charles Sturt Council Sinks Coastal Way!

The State Government and Metropolitan seaside Councils have been building a Coastal Way along Adelaide's foreshore - a shared path open for use by both cyclists and pedestrians. On 29th March, 2005 the Charles Sturt Council, under pressure from sea-front ratepayers, resolved to:-

- withdraw support for seaward location of the shared path along the section between the Ozone St. car park and the Henley Sailing Club
- to return the balance of funds provided for this work (some \$500,000) to the State Government.

Subsequently this decision was found to be illegal and the Council is to reconsider the issue on the 26th April.

BISA was extremely disappointed with Council's decision and said so. The alternative they proposed - relocation of

the Coastal Way alongside busy Seaview Road - is entirely unsatisfactory and severely compromises the path's safety and function as both a recreational and everyday cycling facility. By the time you read this the Council will have reconsidered the situation. If they again find a way to compromise the safety of cyclists and avoid their responsibilities, please make your feelings known. You can contact Council at the following addresses: Charles Sturt Council, 72 Woodville Road, Woodville, South Australia, 5011.

Tel +61 8 8408 1111 Fax +61 8 8408 1122

Email: council@charlessturt.sa.gov.au

Sam Powrie, Chair, BISA.



BUG Updates Holdfast/Marion. from Craig Cooper and I Fisk

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

Marion Celebrates

The event “**Marion Celebrates**” was held at the Marion Cultural Centre on Sunday, 13 Mar. BUG had display, with a banner, promotional material, photographs etc and distributed Bikedirect cycling maps, BISA shared that stand. A group of cyclists from the Cycling for Pleasure Group dropped by after their ride.

Marino to Willunga Rail Trail (Coast to Vines Trail)

- Elaine Delgado (CoM) provided an overview of the progress of trail development in relation to signs, concept plans of the supporting amenities – toilets, rail seats, rail shelters & solar powered lighting.
- Explanation was also highlighted that parts of the trail infrastructure are still to be completed and the project that is currently underway between Onkaparinga, Office Recreation and Sport and Marion Council only funds the marketing, signs and supporting amenities ‘management plans’.
- Naming of the trail is favouring ‘Coast to Vines Rail Trail’ and the project will need further funds to complete un-finished sections of the trail.
- Alan and Jill Marriage have recently cycled the trail and provided (refer to attachment) some supporting notes for improvement/consideration. Alan also suggested a group ride in conjunction with the consultants.

Somerton Coast Park Update:

- Consultative committee nominations are to be advertised shortly to assist Council in developing a concept for the Somerton Coast Park project from the Broadway to Repton Road.
- At present, Dennis Cox and Peter Sampson have been

included as nominations from the BUG.

- It is envisaged that once this group has developed a concept, it will report to Council, consultation with the wider community will occur and construction can commence.
- At this stage it is highly unlikely that construction will commence prior to Christmas 2005, however keep your fingers crossed.

Glenelg Tram Parkway Project:- New Linear Trail

- Concept is to provide a linear trail along the Glenelg-Adelaide Tram corridor similar that along the River Sturt. Taylor Culty & Leatham and QED have been engaged to develop a concept plan and theme for all Councils along the corridor. Holdfast Bay has met with the consultants to discuss and consider our section of the corridor (basically from Brighton Road to east of Buttrose Street.
- Once a concept has been developed, the BUG will be consulted.

Next meeting **Wednesday 4 May 2005** commencing at 6:30pm at the City of Holdfast Bay Offices.



BISA helps support the Marion Bug at the Many Cultures Day of March 13th. People David Hawkins, Sue Latham, Anita Staudacker and Jill Marriage Picture by Alan Marriage

Semaphore Road Cycling Facilities

BISA attended a recent planning meeting for this exciting development to finalise consultation on some key design issues:

- dealing with the main road and side road junctions
- accommodating bus stops and bus stop design
- precinct speed
- the off road bike path design
- future urban development issues.

Members may recall that this ‘second stage’ of the Semaphore Road Redevelopment calls for both on-road bike lanes and off-road ‘secure’ bike paths on both sides of the road! To BISA’s knowledge this will be the first use of such an approach to directly supporting local cycling in SA! Something similar was mooted for the Grote St. Market Precinct in the city - but that proposal appears to have lapsed. This is an exciting proposal and an essential step towards sustainable transport planning for the area. Semaphore is facing a significant increase in car use associated with major harbour-side residential developments over the next few years and proactive transport strategies are needed now.

It was agreed that while the off-road bike path will be

available to wheelchair users it will not be a ‘shared path’ open to pedestrians. There was extensive discussion of fitting bus stop designs with the off-road bike paths proposed and it was agreed that a safe design was possible. The TransportSA rep. recommended cyclist controlled lights at all of the light-controlled intersections. BISA also indicated a need for lower 40km/h speed limits to complement the new road design. The Council rep. agreed that speed reductions were desirable and that Council would look into this.

Chris Dunn, Port/Enfield Council’s Traffic Manager is keen to hear further suggestions from cyclists about the redevelopment. He can be contacted at Cdunn@portenf.sa.gov.au

I was very impressed by the commitment of all present to making the project work. This is an innovative project aimed directly at supporting use of cycling as a direct replacement for car use in the local community. If it comes off (projected construction in 2006-07) it will be a real prize for Semaphore as well as a major precedent for cycling support in SA and probably Australia! BISA will be advocating strongly for Government support for the project and for similar initiatives elsewhere!

Sam Powrie, BISA & Port Adelaide BUG.



Practical information before you start your trip:-

*** Route sign-posting.**

The cycle routes are sign-posted in two ways in the Czech Republic.

Sections of the routes along roads are indicated by metal signs with a yellow background, on forest and field routes it keeps the form of the hiking signage system: painted colour bands on tree trunks and yellow metal indicators.

*** Bicycle rental**

Top bicycle rental service covers the entire Czech Republic and parts of Slovakia, Hungary, Austria, Poland and Germany. It is the largest hybrid bike rental service in the Czech Republic. <http://www.topbicycle.com/>

*** Combination public and non-motorized transport**

The Czech Republic boasts a dense network of nearly 9,000kms of railways. Visitors and cycle tourists are advised to combine public and non-motorized transport. Czech Railways will transport your bicycle for about 1 AUD (except the EC trains) per ride. In Prague you can transport your bicycle free of charge on the subway only.

*** Best time to go?**

The season usually starts in April and lasts until late October offering changing seasons and varied experiences from cycling or hiking along this Greenway. The best months out

of the main tourist season are May and June or September and October, in July and August most events are happening along this Greenway. Dozens of picturesque towns along the trail like UNESCO heritage towns of Cesky Krumlov or Telc are offering rich cultural programs throughout the whole year. Others like Slavonice or Trebon are waiting to be put on the list of these prestigious world protected monuments. Not to mention Prague and Vienna, two cultural centres of worldwide significance. A unique experience from Greenways offers a Festival organized in September on one of the theme loops through the Bohemian-Moravian highlands - the Greenway of crafts and religion. These festivals feature local workshops such as weaving, blacksmithing and saw milling where people can join in hands-on courses to learn old traditional crafts.

*** How many days should you spend in the Greenways?**

The main backbone trail of the Prague Vienna Greenways of about 440 kilometres could take 7-10 days. With new themed Greenways, featuring places like Cesky Krumlov, South Bohemian villages with peasant baroque style, spas like Trebon or the Rozmberk family or workshops along the Greenway for crafts and religion, we strongly recommend that you reserve 2-3 weeks for your holidays.

Daniel Mourek, Intl. Affairs Coordinator
Central European Greenways,
e-mail: daniel.mourek@ecn.cz



From the NET - Information Promoting Cycling

Aussie love of cars beaten only by US:

AUSTRALIANS love cars as much as Italians and almost as much as Americans, with a survey showing 90% of locals aged over 16 own a vehicle, just behind the US at 92 %.

http://stcwa.org.au/journal/020405/1111053362_2118.html

Australian National Road Safety Action Plan 2005 and 2006:

Planning for the next couple of years on the national road safety front. http://trb.org/news/blurb_detail.asp?id=4417

Grim future for Melbourne public transport:

A leaked report has called on the Victorian State Government to invest in public transport.

http://stcwa.org.au/journal/150305/1108942013_1656.html

Air Pollution Causes Early Deaths:

Air pollution is responsible for 310,000 premature deaths in Europe each year, research suggests reducing life expectancy

by an average of almost nine months across the EU.

http://stcwa.org.au/journal/150305/1109161156_20049.html

As the well runs dry - likely impacts of fuel shortages on S.A.

South Australia should be acting now to avert the economic and social catastrophe that will come as oil reserves decline and prices soar. Michael Lardelli in the Adelaide Review.

http://stcwa.org.au/journal/150305/1109594560_7009.html

Benefits of Cycling results of recent studies

Recent studies overseas and in Australia continue to confirm the benefits, both economic and social, of increasing the number of bicycle trips that replace car trips.

Ref: http://www.abc.dotars.gov.au/Benefits_of_Cycling.pdf

(Your suggestions of web sites likely to be of interest to other members are most welcome!)



Cycling is for Everyone – ‘Body Cycles’ in Adelaide

At the AGM Jeff Loader and off-sider Russell provided a great display of brand new bikes, especially designed for riders with more significant disabilities. Jeff's new company,

‘Body Cycles’ is setting up to produce these bikes

(in fact, mostly trikes) here in Adelaide. This will signal a significant change in the availability of specialised bicycle transport here in SA. Check out the web site at:-

<http://www.bodycycles.com.au/site/site.cfm>



Cycling for Pleasure Rides

May 8 Various bike tracks with Gordon. Meet at Victoria Sq at 10.00am Gordon Ph: 8276 9453

May 13 to 16 Long Weekend in the Barossa Valley . Staying at the Williamstown Caravan Park. For details re meal arrangements etc, phone Richard 8260 1742

May 16 Evening Ride in Comfort from Brighton Railway Station Car park 6.0 pm to 8.0 pm Eric 8377 0639

May 22 Ride the Dry Creek trails with Alan and Mary. Meet at Hope Valley Shopping Centre, behind Shell station cnr of Grand Junction Rd and Valley Rd.

Alan and Mary Ph: 8263 7651

May 30 Evening Ride in Comfort from Brighton Railway Station Car park 6.0 pm to 8.0 pm Eric 8377 0639

June 5 Around and about the hills. 40km of bitumen and dirt. Meet at Verdun at the Lions Hearing Dogs Centre. Take the Hahndorf exit from the freeway and bear left.

Liz Ph: 8390 1638

Jun 13 Evening Ride in Comfort from Brighton Railway Station Car park 6.0 pm to 8.0 pm Eric 8377 0639

June 19 South along the veloway towards Hallet Cove and environs. Meet cnr of Diagonal Rd and Sturt Rd at 10.00am. (9.34 train from Adelaide to Oaklands)

John D Ph: 8356 7694

Jun 27 Evening Ride in Comfort from Brighton Railway Station Car park 6.0 pm to 8.0 pm Eric 8377 0639

July 3 To Port Adelaide and Semaphore with Richard. An easy pace, flat all the way Meet at Victoria Sq at 10.00am. Richard Ph: 8260 1742

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.

12 May – Thursday Rural Ride. 10:00 am. Woodside Swimming Pool Car Park. Phil 8390 3005 Some dirt. 50km

14, 15, 16 May - Saturday – Minlaton Long Weekend. Meet at the Minlaton Caravan Park Friday night or Saturday morning. Rides leaving 10:00 Sat and 10:00 Sun and 9:00 Mon. About 60km and some dirt and sandy roads. Contact Alan and Mary, 8263 7651 to advise intention to come. Good weather arranged.

19 May – Thursday Rural Ride. 10:00 am. Woodside Swimming Pool Car Park. Leader to be advised. Some dirt. 50km

22 May – Sunday A-Series Training ride. 100km. 9:00 am sharp. Four weeks before the biggy. Meet Glenelg Mosley Sq where the tram goes no further. Willunga and back. Michael

Dwyer 8294 0709.

26 May – Thursday Rural Ride. 10:00 am. Woodside Swimming Pool Car Park. Leader to be advised. Some dirt. 50km

5 June – Sunday A-Series Training ride. 100km. 9:00 am. Two weeks before the biggy. Meet Glenelg Mosley Sq where the tram goes no further. Michael Dwyer 8294 0709.

23 June – Thursday. Winter Solstice Ride. 100km flat. Meet Henley Square, 6:00pm , no head winds. Dean 0402 816 741 Celebrate the start of longer days. Stop somewhere.

26 June – Sunday. The Perfect Series bush rides. Details to be advised. contact Peter 0408 738 322.

ALL OTHER RIDES PLEASE SEE WEBSITE www.adelaideteatreetourers.org



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.

Einstein and the Bicycle

2005 is the centenary year of the three major papers published by Einstein in 1905 and to celebrate this it has been declared The Einstein Year. The main attraction at the January national launch at the Science Museum in London was The Einstein Flip.

The Einstein Flip was a stunt created by physicist Helen Czerski of Cambridge University for BMX rider Ben Wallace of Team Extreme. For the stunt, commissioned by the Institute of Physics, 18 year old Wallace launched himself off a 6ft (1.8m) ramp spinning through 360 degrees and simultaneously folding his bike underneath him, a move known as a tabletop by BMX-ers. At one point he was upside

down travelling at 15mph(24kph) with his head 12ft off the floor.

Czerski, herself a sportswoman, studied the physics of various stunts and then created the Einstein Flip using a computer simulation. The stunt, said Czerski, pushes the boundaries of what is humanly possible to do on a bike.

From The Institute of Physics “Interactions”, February 2005.

submitted by Alan Marriage



Next Issue

Included in the next issue there will be two articles that we did not have room for in this issue:- A report on the Workshop held at the Department of Transport and Urban Planning in

April on Minimising pedestrian/cyclist conflicts on shared paths and footpaths plus some interesting Extracts from BISA’s Library in a new column ARCHIVE ALLEY.



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!

Reminder: Subscriptions fall due in May. Subscribe and help BISA work towards better cycling in SA

BISA membership form:-

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

Yes, I want to join BISA. My membership will include 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	\$45	\$88	Address
Household	\$55	\$105	Post Code
Organisation	\$65	\$125	Phone(h) Phone(w)
Concession	\$40	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.)			



Pedal Update

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BISA
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Adelaide SA 5001



Give cyclists a metre

Printed on 100% bi-cycled paper

Mass Rally on 7th May

A group of dissident cyclists has got together to form "Wheels of Justice" with the sole aim of protesting the Eugene McGee case and to make SA a safer place to ride.

We have the support of members of a number of bike clubs in SA, and we have decided to hold a rally on Saturday 7th May at 9:30 in Victoria Sq with a ride to Parliament House.

STOP PRESS

When police officer turned lawyer Eugene McGee ran down and killed cyclist Ian Humphrey on the Kapunda road last year, many South Australians would have recalled another motorised killing 4 years ago. A banned driver left a pub at Smithfield and ran down a well lit commuting cyclist, dragging him 6km before stopping to discard his body. Both drivers were reported to have been drinking. Both hit well prepared and highly visible riders. Both are said to have driven recklessly. Both killed someone travelling 60 or 80km/h slower than they were and fled the scene! In both cases 'fitness-to-drive' has been questioned! The banned driver got 6 years while lawyer and prosecutor McGee will probably escape with a tiny fine and loss of licence. Hard to understand isn't it?

How did McGee, sitting high in his 4WD, miss seeing someone dressed in bright yellow directly in front of him! Did he think about 'sharing the road'? Did he think to 'give the cyclist a metre'? Did he consider the certainty of death for any cyclist hit at over 60 or 70km/h? Did he ever think about the deadly missile he was piloting home from the pub? Did he think at all?

For distance travelled Cyclists are about 5 times more likely to experience serious injury on the roads than drivers. Yet it is not cycling that is dangerous! It is not the bike that injures or kills! South Australia needs to wake up to this. Both the task of driving and the safety of cyclists need to be treated with the greatest respect! Will McGee's punishment fit the crime? Probably not! Perhaps the most appropriate outcome would be loss of licence for life. 'Condemned' to ride his bicycle to work! Perhaps then he might appreciate and respect cyclist's safety!

Despite the strong emotions most of us feel, the real issue we need to consider is not McGee's fleeing from the crash scene. It's the fact that like so many other drivers in SA, he obviously disregarded the 'bottom line' safety issue on the road - respecting the safety of others and specifically, the safety of more vulnerable of road users. He simply didn't care enough to watch out for cyclists! BISA believes that it's time that legislation reflected this 'bottom line', as it now does in a number of European countries. We need traffic laws that make drivers directly responsible for the safety of cyclists and pedestrians! That holds drivers responsible for anticipating injury to cyclists and thus encouraging them to take more care to prevent car/bike collisions. In Europe this has been achieved by both statute and legal precedent. It's time such arrangements were established in S.A.! Write to Attorney General Michael Atkinson to request this at: attorney-general@agd.sa.gov.au or GPO Box 464, Adelaide 5000.

Sam Powrie, Chair.



BISA NEEDS YOU

Lord Kitchener graphic from Tony Kitchener!

