



Pedal Update

No 167, Jul - Aug 2005

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Made for Cycling? see page 8

Picture from Sam Powrie

Calendar

13th July BISA Business meeting.- All Welcome

10th Aug 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.

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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, 2005/6

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Tom Eltridge-Smith	Tea Tree Tourers appointed rep., Admin Review Task force	

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

As usual, there is much to report on since the last Pedal Update. In May we saw 4000 cyclists gather in front of Parliament House to protest at the apparent indifference of our judicial system in prosecuting a prominent Adelaide lawyer over the death of a cyclist. As the subsequent Royal Commission (to which BISA has made a submission) has proceeded the attitudes, objectivity and competence of our police and judicial services have been called into question. All very disturbing stuff!

However I remain even more disturbed by the apparent lack of leadership shown by our politicians when it comes to supporting cycling and Active Transport generally through this process. I have not seen one statement from our Government indicating their support for cycling and Active Transport as a major social objective in their State Plan and to counter inevitable concerns in the community about Cycling Safety! Do they imagine that letting someone get away with careless and irresponsible driving behaviour resulting in the death of a vulnerable cyclist will not have an impact on the public's already rather jaundiced view of cycling on public roads? Do they imagine that their silence on the issue will somehow help them meet their State Plan's objective of doubling cycling and encouraging a more active community? I don't think so!

In all of the Premier's blustering over the McGee case there was nary a mention that it was a person riding a bike who had been run down, that one of the most vulnerable of road users had been killed by the most dangerous or that the case might possibly raise broader issues of cycling safety! The view I have arrived at is that our politicians either simply don't care about the development of cycling in S.A. or they are simply oblivious to their responsibility for leadership on this issue - the community's right to cycle on the public roads with a reasonable measure of security! The 4000-strong 'Wheels of Justice' demonstration rattled the chains for a considerable number in Parliament House! It is important that we keep rattling those chains!

BISA issued a press statement in the week prior to the WFJ demo. As a result we were offered a meeting with the Transport Minister's representatives resulting in announcement of cycling's representation on a sub group of the Road Safety Advisory Council as well as the announcement of a draft Cycling Strategy for South Australia entitled 'Safety In Numbers'. BISA will be represented on the RSAC sub group and we hope to soon see the public release of the new cycling strategy (we provided comments on an early draft).

We have also met again with the Office of Cycling & Walking to iron out our understanding of their plans for development of the BikeDirect Network, the draft of 'Safety in Numbers' and re. planned spending for the coming year. I am continually impressed by the commitment of this small group of professionals in their efforts to improve cycling in Adelaide and elsewhere across the State. Their work often remains quite invisible, even to regular cyclists. I have suggested that they develop a much higher profile - either via their own web page or via some other form of publication.

On June 15th I and representatives from BicycleSA met with the Minister for Transport, Patrick Conlon. Both BicycleSA and BISA provided the meeting with written discussion points. Unfortunately time was limited and the Minister certainly had his own agenda (including his announcement of a further \$200,000 for cycling-safety advertising later this year). The Minister assured us that a 'change in direction' had occurred in the Government's support for cycling and that we would start to see

Chairperson's Report cont'd from prev page

better Government performance as Heads of Departments were called to account for achieving the goals of the State Plan.

However it was obvious that it would not be possible to tie Minister Conlon down to the key issues of establishing an adequate long-term investment plan for cycling across the State. Both Peter Solly (BicycleSA) and I are agreed that cycling development is dragging unnecessarily slowly (we're 'getting the crumbs' as Peter puts it), especially when hundreds of millions of dollars can be thrown at increased car travel on South Road with no apparent effort towards the obvious alternative of reducing traffic altogether! We all know that not one transport study has shown that making roads wider, straighter, smoother or flatter in any way reduces congestion. People simply drive more often, more quickly and for longer distances. Peter Solly and I have resolved that commitment to a longer-term cycling investment plan MUST be a step forward on which both organisations need to work together in our liaison with Government!

What we did manage to get from the Minister was in-principle support for a number of significant issues for the next year or so. These included his commitment to considering arterial bicycling 'green routes' as an additional 'overlay' on BikeDirect, particularly with regard to facilitating connections across the longest commuting distances in the City. The example we gave him was the Port-City route along the Northern boundary of the Port to City railway reserve. There exists a major opportunity to create this route in planning for the South Road underpass and the redevelopment of the Actil/Cheltenham Racecourse precincts. The Minister also expressed his support for a planning process for cycling extending over at least the next 10 years (beyond that envisaged in 'Safety in Numbers'). BISA will certainly take him up on this issue! The Minister also announced that the Transport Plan would eventually be made public in a form that agreed with and supported the objectives of the State Plan, took account of key 'liveability indexes' and supported several additional 'sub plans' (including the 'Safety in Numbers' cycling strategy). Sounds encouraging!

Mike Brisco has tabled his draft Metro Adelaide Cycling Safety document - an analysis of cyclist crash data from Dept Transport - for discussion at the next BISA meeting. Please come if you would like to contribute to this. A BUG Task

Group has been formed led by Jeremy Miller and Committee Member Peter Sampson. They will review responses to the BUG Networking & Support proposals we fielded with Members earlier this year and process the issues ASAP. Contact them for more details.

The rebuilding of BISA's web site proceeds. We hope to have by the end of this year, an exciting and useful on-line resource up and running that will allow all South Australians ready access to the key information they need to become effective advocates for cycling in their local communities. Richard Bentley and Peter Sampson are revisiting the concept of a Ride-to-Work Day (or RTW Week). This fell into abeyance some years ago being simply too much for one voluntary organisation. However the creation of the Office of Cycling & Walking, the Physical Activity Council and other bodies (as well as the solidarity evident in Wheels for Justice) has raised the possibility of reviving this important promotional activity. We will keep you posted - contact Richard or Peter if you have any suggestions. We have also formed an Administrative Review Task Group to look at continued efficiencies in how BISA is operating. I'm aware on the grape vine that several new BUGs are being formed and we hope to be able to report on this in the near future. I'm also pleased to announce that Member John Bridgland has walked away with the Cartoon Caption prize from the last issue of Pedal Update. Well done John - fierce competition there towards the closure date!(see page 12)

Final note - I've been alarmed to see how many cyclists continue to ride with very inadequate front or rear lighting (in some cases none at all). Many of Adelaide's main roads are NOT well lit when it comes to cycling, especially with the onset of Winter and darker evenings. We do not want to see you or your fellow cyclists as hospital statistics. Make sure you have adequate lighting front and rear. My rule of thumb is that batteries must be fresh (or fully charged) and LED flashers must be dazzling close up. Use strong lights and as many as you can as well as reflective and visible clothing or a reflective sash. Reflective pedals or ankle bands also work very well. BISA has some SlapWrap ankle bands to give away - come to the monthly meetings and ask for some!

Best wishes and good cycling!



Sam Powrie, Chairperson.

ARCHIVE ALLEY Interesting Extracts from BISA's Library

The year was 1975, and the National Action Group for Public Transport said in its publication "The Public Transport Crisis in Australia", page 26:-

"So far not one cent has been spent to show how the bicycle could be integrated into the public transport system; despite the fact that in 10 years there will probably be more bicycles sold to adults each year than cars."

BISA Librarian's 'in hindsight' comment: it's actually taken 30 years to overtake car sales!

In the same year, the University of Adelaide produced "A

Review of Literature on Cycle Ways", and found (on page 73) that:-

"The outstanding feature which both Australian and American statistics show is the predominant collision factor with the motor car. In Australia, 98% of cyclist deaths are a result of a motor vehicle/bicycle collision and 90% of cyclist injuries are a result of the same."

BISA Librarian's 'in hindsight' comment: has anything changed?

Alistair Powell

Minimising pedestrian/cyclist conflicts on shared paths and footpaths:- Workshop Report

BISA was represented by Peter Sampson and Mike Brisco at the “minimising pedestrian/cyclist conflicts on shared paths and footpaths” Workshop held at the Department of Transport and Urban Planning, Tue April 05, 2-5 pm.

The Australian Bicycle Council is a federally funded body under the Department of Roads. As part of the National Cycling Strategy 1994-2004, it is preparing two reports on “minimising conflicts” between cyclists and other road users. The first of these was on buses and bikes, and several months ago BISA commented on that. The current issue is bikes and pedestrians on shared use paths. Ian Ker from ARRB Transport Research Ltd in Perth WA is doing the research.

This is an exercise in long term planning. ABC anticipates a rise in the number of people walking and cycling in all states, and thus increased demand for shared use paths. The more people who use the paths, the greater the potential for conflict, and ABC are keen to get the design of the paths right from the start, to prevent conflicts arising. Currently the main users are pedestrians, joggers and cyclists, but as the workshop said there are other weird and wonderful vehicles out there too, (e.g. powered scooters, power-assisted bikes, two-wheel gyroscopes) and more people may use those in the future, to travel around.

The first stage was for ARRB to assess the issues involved, in shared paths. ARRB have come up with a long list of factors that make cyclists and pedestrians likely to come into conflict. The next stage - what the meeting was about - was to check the list of factors with representatives from State and local government, and representatives of the community, to make sure the list is correct, and that nothing has been left out. Also, to find ways to address those factors, and thus allow paths to be designed so as to minimise conflict. There should be a draft paper out on this in September, on the ABC website. The final stage will be to produce resources to help local and State government, design better shared use paths. This includes a “toolkit” on the internet; plus a review of the Austroads’ “Guide to traffic engineering practise”, parts 13 and 14, which contain the design guidelines for pedestrian facilities and cycling facilities. Currently these do not deal adequately, with design of shared use facilities.

The workshop was part of the second stage - public consultation. Department of Transport and Urban Planning invited representatives from BISA and community organizations to attend, along with others from State and local government, the Office for Walking and Cycling, etc. Peter Sampson and I attended from BISA. BISA previously emailed members, asking for comments. Several members who use shared paths, replied, and we were able to take these comments on board, and put them at the meeting. Most of the concerns BISA members mentioned, were already identified as issues, and some solutions noted, though are perhaps more prevalent parts of the shared path experience in Adelaide, than in other cities

Issues members mentioned included:

1. Dogs straying onto shared paths: in most of Adelaide

dogs are supposed to be on leads 2m or less - there was recognition of the hazard that dogs off the lead caused, as did people with ‘extendible’ leads, where the dog could wander over the path.

2. Signs explaining the path rules: The current preference in Adelaide seems to be not for too many signs in parklands, though the workshop suggested signs painted on the path. Publicity campaigns, e.g. leaflets, were not very effective, as they don’t reach the cyclists or pedestrians who cause problems. There are also issues of not only providing good rules but making sure people stick to them - e.g. police may regard enforcement on shared paths, as a low priority
3. Pedestrians and fast bikes - the difference in speed as an issue: about half cyclists travel between 16 and 25 km/h; about half pedestrians between 4 and 6 km/h. Pedestrians get spooked by fast bikes; cyclists find pedestrians unpredictable. The rules seemed fairly clear, that cyclists should ring their bells; and if that fails, it is cyclists who are required to give way (traffic law). But there was concern about how to enforce or encourage use of bells. Many cyclists remove bells, and others, don’t use them. Imposing speed limits may be an option.
4. Aggressive pedestrians or dog owners. Cyclists and pedestrians both have rights to use the paths, but there is no longer a legal requirement on pedestrians to keep left, and ultimately bikes must give way to pedestrians. This is again perhaps an issue of providing path users with information about what the rules and expectations are.
5. Groups of pedestrians who hog the path; Pedestrians with Walkmans or Ipods are recognized as a problem. It was also recognized that walking is often a social activity, so walkers tend to go around in groups, and also perhaps pay less attention to what is going on around them.
6. Use of the paths by night, pedestrians can be hard to see - poor path lighting is recognized as an issue.
7. Shared paths too narrow - path width is on the agenda, and if cyclists and pedestrians are forced into too small a space for both (a bike needs an “envelope” of around 1 m wide to operate), then conflict will result.

The working paper listed other issues - e.g. path width, having the surfaces in good repair, having an integrated network of paths; and also getting bike routes included as an integral part of urban design, rather than an add-on. The workshop had an interesting series of slides of poor design in shared paths - e.g. shared pavements cluttered with “street furniture” such as road signs, bus shelters, etc; a path with a seat or bus stop placed right next to it so the only place for pedestrians was right on the path; a path with planted shrubs that had grown so thick, they presented a security risk (unlike e.g. the West Terrace Bikeway, where the vegetation is fairly light); paths with square manhole covers, with the gap between cover and frame, the right size to trap a bike wheel like a tramline. The point was made, that paths should ideally

Minimising pedestrian/cyclist conflicts workshop cont'd from prev page

be visually continuous - e.g. when you look ahead, you see a path continuing into the blue yonder, so you can see what direction you need to go, and where. This does not happen on pavements. A cyclist riding along a pavement, looking ahead, sees his or her path interrupted every 15 m or so by driveways. Things would look different if it was the pavement that was continuous, interrupting the driveway: the visual break, might remind drivers they are supposed to give way. There were also some examples of good practise, including simple signs on the rules (e.g. bikes give way to pedestrians and ring your bell; pedestrians keep left) so everyone knows what behaviour is expected of them; paths with paved areas for people who wanted to stand and chat, since people prefer to stand on paved areas rather than grass; paths with surfaces that feel

comfortable to users, e.g. bitumen, rather than concrete.

Further details: see http://www.abc.dotars.gov.au/pedestrian_bicycle_interactions.htm; this contains a copy of the working paper reviewed, and a form for comments. The working document resulting from this series of workshops should be on the ABC site, in September.

Our thanks to DTUP for the invitation to take part - it was a productive meeting. Thanks also to the BISA members who emailed comments Rodney Stevenson, Elinor Alexander, Raelene & Jeff Telfer, Kym Shuttleworth, Ruth Jackson, Stephen Warner & others. Thanks to Peter Good and Sam Powrie for background briefing on shared use paths.

Michael J Brisco



New Road Works for Cyclists

Transport SA will complete the following works on metropolitan arterial roads by the end of June, 2005:-

1. Bicycle button to activate traffic signals at Manton St/Adam St intersection. Kerb ramps and crossing of Adam St with link to Torrens Linear Park. Bicycle access of the bridge crossing the River Torrens to Holland St, Thebarton (BikeDirect route).
2. Bicycle lanes on Anzac Hwy from intersection with South Rd NE to Farnham Rd to link with existing bicycle lanes east of Farnham Rd. When this work is complete, Anzac Hwy will have bicycle lanes from Greenhill Rd, Keswick to Tapley Hills Rd, Glenelg.
3. Bicycle lanes on both sides of Henley Beach Rd from Marion Rd, Brooklyn Park to Rowlls Rd, Lockleys. When this work is done, Henley Beach Rd will have bicycle lanes from West Tce, Adelaide (West Tce shared path) to Rowells Rd.
4. Bicycle lanes on both sides of South Rd from Daws Rd,

Mitchell Park south to Selgar Ave, Clovelly Park. When this work is complete, South Rd will have bicycle lanes from the intersection with Marion Rd and Flagstaff Hill Rd (both with bicycle lanes) to Daws Rd (also has bicycle lanes).

5. Bicycle lanes on both sides of Lower North East Rd from Darley Rd, Paradise to Torrens Rd, Highbury (5Km). When this work is complete, Lower North East Rd will have bicycle lanes from Halls Rd, Highbury to the intersection of Glynburn and Montacute Rds, Hectorville.
6. Central median island opening with hand rail on Dequetteville Tce, Kent Town between Little King William St and Rundle St.

Thanks to Gemma Kernich (Office of Cycling and Walking) and Dariusz Fanok (Transport SA) for the details. Thanks also to Transport SA for these works on behalf of all South Australian cyclists.

Peter Good, Technical Coordinator



CALL FOR BLOOD DONORS

“Get going all you cyclists and PLEASE donate blood. Levels are at an all time low, so why not give it a go. Even some of your more ancient elderly committee members like old Sambo (Peter Sampson to those who did not know his lifelong nick name) have donated blood more times than their age, and that is a lot of blood, you wouldn't want to spill that.”

As cyclists we may need help from the Red Cross Blood Bank one day, and I believe in donating before you need to withdraw. I have been hit/tapped a few times, but have been lucky, no serious injuries. So if anyone is considering becoming a donor, please call 13 14 95, in the interim, happy pedalling.

Regards, Pedro S



Message from our Membership Secretary

I wish to advise of a change to the CPS A/c number shown on the renewal form, it should be 805-022-02274115. Sorry we shall improve our proof reading. For those who have yet to renew, please note the additional information on the form about age range and email options. This information will help BISA better understand

its membership profile.

This issue of Pedal Update and Australian Cyclist will be the last to non renewing members so please get your renewal in ASAP in order to receive future issues.

Laura Adele, Membership Secretary



**From “The Bicycle. Boneshakers, High Wheelers and Other Celebrated Cycles”.
Gilbert King. 2002 Running Press, Philadelphia, Pennsylvania.**

“Progress should have stopped when man invented the bicycle”. Elizabeth West.

“The bicycle is the most civilised conveyance known to man. Other forms of transport grow daily more nightmarish. Only the bicycle remains pure in heart” Iris Murdoch.

“I thought of that while riding my bike”. Albert Einstein on the Theory of Relativity.

Workshop - S Australian Physical Activity Strategy: Implementation and Action Plan Consultation, Department of Recreation and Sport, Friday 15th April.

Australia has a set of National Physical Activity Guidelines, which specify around 30 minutes of moderate intensity physical activity per day, e.g. 3 x 10 minute blocks. By "Moderate physical activity", they mean something that raises your heart rate slightly, and makes you feel slightly out of breath.

- as they say, you can talk, but not sing. This includes a brisk walk, a bike ride, or mowing the lawn, digging the garden, etc. But around 50% of the SA population don't even get this minimum level. People have become less active over the years - 50 years ago, 70-80% of people got the basic minimum - and the trend is for people to be even less active in future. The causes of this are complex, and are to do with the lifestyle we live. They range from large changes in types of work (from manual, to sedentary), down to small factors, such as machines to eliminate even small bits of activity (e.g. remote controls for the TV).

Western governments are worried about this, as the lack of activity is unhealthy. Many people are overweight, and are showing in youth, signs of disease (e.g. diabetes) usually only seen in middle age. Cyclists have recognized this problem for years - in 1996 Adelaide's Ian Roberts, Harry Owen, Peter Lumb and Colin MacDougall published their 'Pedalling health' report on just this problem - but it is only in the last few years that governments have decided to take notice.

In 2003 The Rann government set up its Ministerial Physical Activity Forum. This Forum created a Physical Activity Council (older BISA members may remember press calls for this - the Council got 150 applicants from community organizations, for 6 seats on the Council). The Council called for submissions on a physical activity strategy, and got a large pile of detailed responses, from a very wide range of community organizations. They distilled these into a high level policy document (Physical Activity Strategy for S Australia 2004-2008), which identifies 7 goals, such as running targeted programs; carrying out research. These sound very general, but the document is aimed at high level of government, and thus contains general ideas that can be made to work across a large number of fields. Details of what is

being done in each field are still being collated. The Council already runs and encourages some programs, under its "Be Active" program.

The workshop was to open the Strategy for consultation. People attended representing health (Cancer Council; Heart Foundation, Arthritis SA); medicine (GP training; Sportsmed, physiotherapists); TAFE; the Cricket Council; the Multicultural Council. The workshop asked us to consider two questions: First, what priorities did we see, for implementing of the Strategy in our own areas? Second, what barriers did we see, that stopped people being more active?

The diverse participants generated a wide range of suggestions, each from his or her own field. No-one has a simple answer that will meet all the needs in SA, but if the Strategy includes many different actions, in many different areas, it may have a chance of success. This amounts to a change in environment to promote activity, with changes in many diverse areas - which is the type of thing cycling advocates have been asking for. The emphasis in the National Physical Activity Guidelines is in making activity part of your day, and this again is what cycling offers, since it means people can simply replace an inactive chore (e.g. driving) with one incorporating physical activity (cycling) - they don't need to find extra time and cash to become active. Other organizations are also interested in active transport, e.g. the Heart Foundation, whose current work concentrates on encouraging people to walk, as more people can do that.

The end result of the workshop was a list of ideas that the organisers can take, and use to develop a more detailed strategy, with the concrete changes that need to happen. The next step is for community organizations to send in detailed information on what they are doing in line with the Physical Activity Strategy (see www.beactive.com.au), and BISA will be doing this. Australian national Physical Activity Guidelines for adults are at:-

<http://www.ausport.gov.au/fulltext/1999/feddep/physguide.pdf>,

and for children and teenagers, at:-

<http://www.healthyactive.gov.au/news.htm>

Mike Brisco.



Deep Vein Thrombosis

Are you a candidate for Deep vein thrombosis?

An article found at www.airhealth.org/athletes.html, July 11, 2004 raises a number of issues that need to be considered by many people who traditionally have not thought of themselves as susceptible or even candidates for developing deep vein thrombosis (DVT).

A DVT is a blood clot (thrombus) that develops in a deep vein, usually in the leg. This can happen if the vein is damaged or if the flow of blood slows down or stops. Deep vein thrombosis can cause pain in the leg, and can lead to complications if it breaks off and travels in the bloodstream to the lungs.

So what does this have to do with riding a bicycle?

Bicycle riders typically are in good shape, watch what they

eat, and take care of themselves. They are not generally overweight. If they have been riding for some time and cover 500 km or more a month at a good pace, their resting heart rate is generally lower than the norm for their age.

People with slower resting blood flow are at greater risk of stasis, stagnant blood subject to clotting. Also, they are more likely to have bruises and sore muscles that can trigger clotting.

Figures provided on the Air health web site state that 85% of air travel thrombosis victims are athletic, usually endurance athletes.

No other risk factor comes close to this. Being over 60 is supposed to be a risk factor, but many of the victims are

BISA/Cycling Federation 'J-Cycle' Program Approved!

In March BISA provided 'community sponsorship' for a Cycling Federation of S.A. funding application under the Department of Recreation and Sport's 'Move It' program. This is a funding program designed to get more South Australians more active. We have recently heard that this funding has been approved - \$50,000 to be spent over three years! The idea is to roll-out the Cycle Federation of Australia's 'J-Cycle' (or 'junior cycling') program in SA, initially in the Western suburbs of Adelaide. This will be the first time any of the CFA's 3 Full-Cycle education programs have been used in the State. J-Cycle will extend our current notions of cycling education for young people. It should not be seen as replacing or competing with the existing school-based 'Bike Ed' programs most Members are already familiar with. It simply extends cycling education opportunities into adolescence and is specifically designed to appeal to this age group!

The CFA Full-Cycle Education programs are:

1. Ride-It - a new participation licensed and event-based program
2. J-Cycle - a skills-based program aimed at children aged 8 to 16
3. SkillCycle - also skills-based and aimed at an older age group of 25 to 55 year olds.

Ride-It provides a licence and insurance allowing cyclists to participate in events run by clubs or promoters for the sole reason of just 'having a ride'. The licence provides cover

Thank you for the May 17 information on the new task force, announced recently by the State government. It brought back memories of those great Yes Minister TV series. Whenever Sir Humphrey was prevailed upon by Minister Jim Hacker to find a short-term solution to a long-term problem (usually caused by government indifference over many years), Sir Humphrey's advice was to "set up a committee". He would advise that there were many benefits to this strategy, as he smiled warmly at the nervous Minister. Firstly, it gave the impression that something was happening when, in fact, nothing was. Secondly, it gave the government another 12 months breathing space (the SA State election is ten months away, so that fits nicely). Thirdly, it allowed a future minister for pesky cyclists an opportunity to get fresh newspaper headlines, announcing the outcomes of investigations of the task force (read: committee). To quote from the government's news release of 6 May 2005: "The role of the Taskforce will be to monitor and evaluate interstate and overseas research and initiatives and recommend strategies for addressing safety issues as they relate to cyclists and pedestrians in South Australia."

The fact is, there are already skilled State public sector employees doing all of this research, and they have done so for years. Filing cabinets are stuffed full of research. The government could announce today real and meaningful

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12 months public liability insurance which includes training rides. The Ride-It national calendar of events will include several 'Ride with the Champions' events.

J-Cycle runs over eight sessions covering fundamental safety issues as well as an introduction to the skills required for racing (we envisage several sessions at the Velodrome for instance). It is envisioned that J-Cycle will encourage young people to develop both practical and sporting interests in cycling.

SkillCycle is aimed at adults, people who may have a bike but find the idea of racing daunting. SkillCycle will provide these people with the skills to ride safely as well as allow them the confidence to enter a lower grade or master's race or get involved in cycle sport in other ways.

More information about the FullCycle programs is available at the CFA website at <http://www.cycling.org.au> (check under Sport Development & Participation). BISA is pleased to be associated with this initiative which we hope will demonstrate an ongoing need for broader cycling education in South Australia and provide more opportunities for young people to find a place for cycling and Active Transport in their daily lives.

Sam Powrie, Chair



Dear Editor

changes in transport policy to increase the safety of cyclists, as well as greater responsibility for drivers. The real question for the Sir Humphreys of this State government is why won't they act now? Minister Michael Atkinson, himself a cyclist, was present (as I was) when 4,000 cyclists assembled on the steps of Parliament House on 7 May. They were demanding action over the McGee case, in which lawyer Eugene McGee was convicted—but not gaoled—over the death of a cyclist. As a result of 4,000 cyclists showing their outrage over this incident, there should be no doubt in the government's mind that SA's cyclists want policy action right now—not a 'research' task force, the discoveries of which may be announced a few weeks ahead of the next election in 10 months' time.

John Bridgland, N Adelaide, BISA member



'Yes Minister'



John Bridgland



The Far North Queensland Wilderness Bicycle Tour

The Far North Wilderness Bicycle Tour
17th - 24th September 2005 - Cardwell to Cairns via the
Rainforests and Wilderness of FNQ. All proceeds of this

ride will go to the Cairns and Far North Environment
Centre. More information at:-
<http://www.cafnec.org.au/events/biketour.cfm>



Cambodia Cycling Challenge

Combine a cycling or trekking adventure with fundraising for
the planet and you will be amazed at what you can achieve.

There are a total of six days of cycling, two in Vietnam and
four in Cambodia with a varied route that provides plenty of
contrasting sights along the way and builds to a fitting climax
at the magnificent temple complex of Angkor Wat, a superb
place to end the challenge.

You'll be getting a rare opportunity to see the realities of these
countries in a way that few other tourists would.

This tour will incorporate cycling through towns and rural
areas, well away from the beaten tourist trails and will provide
some real insight into the life and culture of these countries.

Also an option to visit an Oxfam project.

Date: 01/12/2005 - 13/12/2005

Cost: \$500 to register and \$5000 to fundraise

Location: Cambodia

More information at:-

<http://www.greenpeace.org.au/charitychallenge>



Bicycling Achievement Awards Nominations

The Cycling Promotion Fund is calling for nominations for
the upcoming Bicycling Achievement Awards which aim to
recognise, acknowledge and promote special achievements,
innovation and commitment in encouraging and promoting

cycling. Nomination forms will soon be available. For more
information email cfund@cyclingpromotion.com or phone
(03) 9818 5400

Check their website at www.cyclingpromotion.com



Deep Vein Thrombosis cont'd from page 6

younger, 82% of them under 60 years of age.

Where do DVTs happen?

There are two types of veins in the legs: deep and superficial.
The deep veins pass through the centre of the leg, surrounded
by the muscles. It's here that DVTs most often develop.
Less commonly DVTs occur in the deep veins of the arm or
pelvis.

Symptoms of a DVT

When a clot forms, it can either partially or totally block the
blood flow in that vein. Symptoms of a DVT can include:

- swelling of the leg
- warmth and redness of the leg
- pain that is noticeable, or worse when standing or walking

These are not always a sign of a DVT, but anyone who
experiences them is advised to contact a doctor immediately.

Common Misconceptions

- **If I am in good shape, it won't happen to me.** Athletic people are at much greater risk than other passengers.
- **Older folks are more at risk.** On a flight from Singapore to London a 28, yr old wearing compression stockings, proven effective in preventing air travel developed thrombosis.

Western Suburbs 'Green Route' a Real Possibility!

For the last decade those who choose to cycle in Adelaide
have made use of the network of signposted and defined
routes we call BikeDirect, helping to define possibilities for
practical and relatively safe bicycle transport across the urban
area. There is great advantage in following these routes,
especially for the novice or 'returning' cyclist. They are often
the quietest and safest routes available and in many cases
Local or State Government has invested in bicycle lanes and
other facilities which make them even easier to use. BISA had
a major role in the creation of the BikeDirect Network and it

is now described as Adelaide's Principal Bicycle Network in
'Safety in Numbers', the new draft State Cycling Strategy.

In general BikeDirect has been very successful. However
I believe that the BikeDirect concept has reached a natural
limit in its design. It has been largely developed on a matrix
of existing streets requiring relatively minor changes to make
them 'bike friendly'. However simply signposting 'quiet
backstreets' may not always provide the best route for the
longer-distance commuting that is increasingly evident as the
popularity of every-day cycling grows. Experience now tells
cont'd next page



us that the demands of efficient commuting inevitably force many cyclists off the BikeDirect routes on to major arterial roads for the very reasons that these are favoured by drivers - they provide fast and efficient cross-city travel! Unfortunately some of Adelaide's main arterial roads also present considerable challenges to both cyclists and to transport planners wanting to improve them as cycling routes. BikeDirect's 'minimalist' investment approach (requiring small changes to facilitate connections between streets) may not always work for main thoroughfares.

Discussions I had with urban planner Peter Newman last year suggested to me that Adelaide has reached its natural limit in the extent to which further development of motor transport can be productive. It is no longer a 'one-hour city' (requiring less than 1 hour to cross) and the road network we must maintain to service the City's 90km length and motoring demands is proving too big for the revenue base available. We must establish - with some urgency - a transport system offering a more diverse range of sustainable transport choices at both local and inter-suburban levels.

Most of Adelaide's Local Governments now have active bike plans and, with the help of BUGs are developing their local networks. However the creation of more sustainable transport choices also implies better and far more obvious long-distance cycling facilities. Unfortunately most arterial roads remain unfriendly places for cycling, particularly for new or infrequent riders. They can be made more 'bike friendly' by the use of bike lanes, better shoulders, lowered speed limits and other measures. DTUP staff have acknowledged that the Western Suburbs are poorly serviced by such improved and bike-friendly routes. In particular BISA has been told that the engineering challenges and projected costs are such that there is little chance that finances will allow such improvements to Port Road - the major arterial route servicing the Western Suburbs - for the foreseeable future!

I believe that BikeDirect requires an additional 'overlay' of defined Arterial Bike Routes (or ABRs), not to replace those already defined in the Network, but to better meet the need for faster commuting as well as to raise the profile and obvious possibilities for bicycle use over Adelaide's longest distances and to render further major investment in cycling politically attractive. Bearing this in mind BISA and the Port Adelaide BUG have recently surveyed a bicycle-arterial or 'green route' running along the Northern side of the Port Adelaide-to-City rail line from the Parklands' cycle paths to the existing bicycle networks of Gillman and Port Adelaide - a distance of about 16km.

Often riding along extensive, wide and open stretches of road (such as Buller and Belmore Terraces) bordering the railway line we encountered a potential route that we believe:

- is likely to be more efficient in many ways to one located on Port Road



Plenty of room for bikes

- rivals the Linear Park and the new Coastal Way in visual interest.
- provides a safe and efficient distance cycling environment for a wide range of users.

Apart from problems of main road crossings (a major one being solved by the tunnel planned for South Road), there are three major 'disruptions'. Two are quite short, are in the vicinities of the Bowden and Kilkenny Rail Stations and can probably be overcome by negotiation to utilise the margins of the existing rail reserves. The other disruption to the route is much longer, extending from the Woodville Oval/Actil boundary down to Cheltenham Parade on the Western border of the racecourse.

Both the Actil site and the racecourse directly abut the rail reserve. Both are under consideration for redevelopment - probably for a mix of open space and housing - and it would seem a simple matter to ensure that a direct 'through' route is created connecting those that already exist. There is great potential to develop Adelaide's first real 'green transport route' connecting major population centres across the City! Such a route uses existing assets and could serve as a model and impetus for further ABR connections to the North and North-Eastern suburbs and elsewhere and help raise the profile and possibilities for every-day cycling in the public eye. I would also hope that it would encourage increased Government investment, particularly given the State Plans aim to double cycling over the next decade or so!

The Port Adelaide Bicycle User Group and BISA will be offering an illustrated report to DTUP as soon as possible. I have discussed the proposal for this ABR with Minister Patrick Conlon and he has provided in-principle support and indicated an interest in ensuring the route is facilitated in the building of the South Road tunnel over the next year or so. Both I and the BUG believe our proposal 'has legs' and that there will be support for reservation of part of the Actil/Cheltenham Racecourse area as well. We'll post the proposal on the BISA web site for comment ASAP. I would also appreciate more general feedback on Members' thoughts on the application of the ABR concept elsewhere across the BikeDirect Network!

Sam Powrie, Chair.



Contributors

Thanks to the contributors and proof readers for this issue, including:- Laura Adele, John Bridgland, Mike Brisco, Tom Eltridge-Smith, Pam Fisk, Peter Good, Alan Marriage, Alistair Powell, Sam Powrie and Peter Sampson.



Cycling for Pleasure Rides

July 3rd 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

Evening Rides in Comfort (in Winter Recess)

July 17th Test your hill climbing ability and enjoy the views on the Norton Summit Rd. Lunch at the top at the Scenic Hotel. Back a different way.
Meet at Victoria Square at 10.00am.
Graham Ph: 8271 5824

July 31st Ride through the North Eastern suburbs with a few easy ups and downs. About 40km. BYO lunch.
Meet at Drage Reserve car park, Briar Rd, Felixstow at

10.00am.
Marcia ph: 8264 8067

August 14th Meet at Belair Station at 10.30am (9.55 train from Adelaide).
Anne Ph: 8278 7321

August 28th Ride from Strathalbyn to Macclesfield on back roads. Lunch at Macclesfield.
Meet at 10.00am for coffee at the Argus House cafe, next to the PO, opposite the park. Ride starts at 10.30.
Helen de M Ph: 8293 2897

Sept 11th Ride details TBA
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.

July 5, July 12, July 19, July 26, August 2, August 9, August 16, August 23, August 30 - Tuesday Training rides
McLaren Vale- Clarendon Loop
Distance 80 km - some hills. 0900 a.m. Start near Darlington.
Ride is conducted most Tuesdays.
It is essential to phone Paul 8277 4094 or Malcolm 8276 9469

between 5 p.m. and 7 p.m. the Monday evening before to confirm the ride and arrange a meeting place

July 7 - Thursday Rural Rides

Meet at Woodside Swimming Pool Car Park at 10.00am
40 to 50kms, some dirt, stop for coffee and bring lunch
Leader Alan Ph 8263 7651

July 24 - Sunday Audax - 100, 200 - Down The Sedan
Don't pay the Ferry Man until you get to the other side when you reach Swan Reach.
Unsupported leaving from Gawler.

All riders must contact Matthew Rawnsley, (08) 8370 0415 or via email m_rawnsley@hotmail.com by the Thursday before the ride for details.

July 24 - Sunday. The Perfect Series bush rides.
Details to be advised. contact Peter 0408 738 322.

August 14 - Sunday Audax - 100, 200 - Out Of The Winter Slumber
Ride to the Goyder's Line and the Riesling Trail.
Unsupported.
All riders must contact Matthew Rawnsley (08) 8370 0415 or via email m_rawnsley@hotmail.com by the Thursday before the ride for details.

August 28 - 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.

cont'd from page 5

"Every time I see an adult on a bicycle, I no longer despair for the future of mankind". H G Wells.

"When the spirits are low, when the day appears dark, when work becomes monotonous, when hope hardly seems worth having, just mount a bike and go out for a spin down the road, without thought of anything but the ride you are taking".
Arthur Conan Doyle.

"Get a bicycle. You certainly will not regret it if you live". Mark Twain.

"Cycle tracks will abound in Utopia". H G Wells.

"The world lies right beyond the handlebars of any bicycle that I happen to be on anywhere from New York Bay to the Vallee de Chevreuse. Anywhere is high adventure, the walls come down, the cyclist is a loner, it is the only way for him to meet other loners. And it works. One seldom exchanges anything but curses or names of insurance companies with another driver, the car inhibits human contacts. The bicycle generates them; bikes talk to each other like dogs, they wag their wheels and tinkle their bells, the riders let their mounts mingle".
Daniel Belvanan. "The Man Who Loved Bicycles".



Member's Mawson Trail Story

One of our members, Bernhard Sayer wrote an article on his Mawson Trail ride and sent it to Australian Cyclist. They did not publish it, but put it on their website. Have a look at <http://www.australiancyclist.com.au/showarticle.php?s=12&a=1243>



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	
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 :-
Number of persons (if Household)			
Age range of applicant (please circle): < 18 18-30 31-40 41-50 >50			
Send cheque or money order. Overseas prices on application Other Payment option details on Web site.		Signature	
What knowledge or skills do you have that could be of use to BISA? (e.g. engineering knowledge, letter writing, political skills, etc.)			
If you would like to support BISA's advocacy efforts by making a donation, please add it to your membership payment and write the amount here: \$ _____			
Please circle your choices		<ul style="list-style-type: none"> • I wish / do not wish to receive cycling related information by email. • I wish / do not wish to receive my copy of Pedal Update in electronic format. 	



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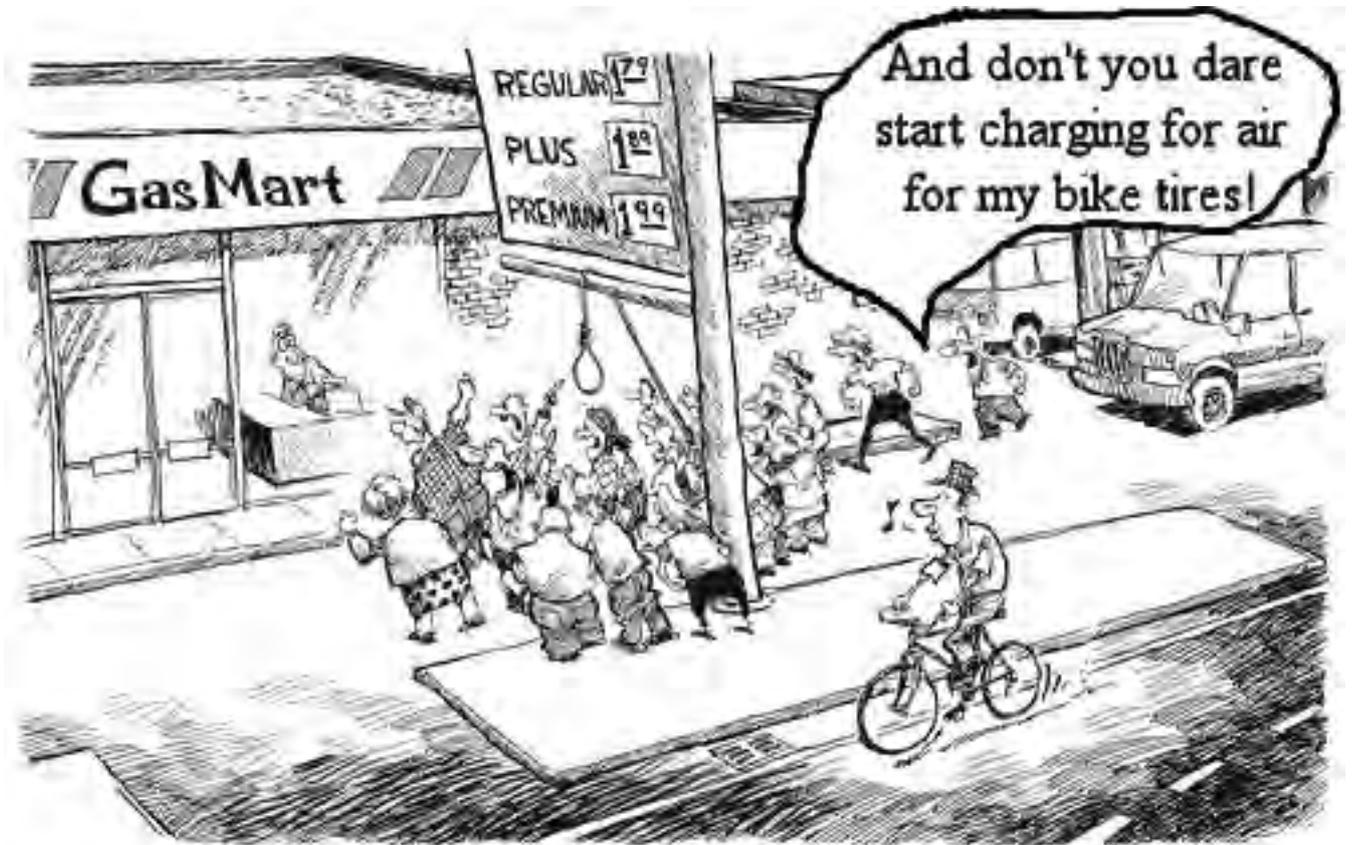
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