



# Pedal Update

No 168, Sept- Oct 2005 ISSN 1321-1870



**Member's Tandem Ride To Raise Money for Amy Gillett Foundation see page 12**

**Proposed new Bakewell Bridge see page 3**

## Calendar

**14<sup>th</sup> Sept** BISA Business meeting.- All Welcome

**9<sup>th</sup> Oct** BISA Business meeting.- All Welcome

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

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**BISA on the Web: [www.bisa.asn.au](http://www.bisa.asn.au)**

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

## Road Hazards?

**Call Transport SA: 1800 018 313**

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## BISA Committee, 2005/6

Committee Member	Role & Portfolio	Contact
<b>Sam Powrie</b>	<b>Chairperson</b> , Road safety, speed limits, Infrastructure, BFA & DTUP liaison.	8449 9902
<b>Alan Marriage</b>	<b>Secretary</b> , Coastal Park project.	8296 5993
<b>Ian Graham</b>	<b>Treasurer</b>	
<b>Mike Brisco</b>	Web Manager	8365 7489
<b>Ian Fisk</b>	Editor Pedal Update.	8296 3350
<b>Laura Adele</b>	Membership secretary	8395 1835
<b>Jeremy Miller</b>	BUG Coordination.	
<b>Peter Sampson</b>	BUG Coordination assistant	
<b>Richard Bentley</b>	Ride to Work, with Peter Sampson	rbentley@sa.apana.org.au
<b>Peter Good</b>	Engineering, Technical Coordinator & Local Gov't liaison	8331 7735
<b>Tom Eltridge-Smith</b>	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



Welcome to this August/September edition of Pedal Update. Over the last month or two there have been several significant steps forward for cycling in S.A. Dates have been set for the first meeting of the Cycling & Pedestrian Safety Task Force. Some have expressed doubt that this can 'do any good'. I think it will! In my view it's essential that we take any opportunities we can to highlight the situations cyclists find themselves in on our roads and the role of 'safety' in the further development of cycling. This is one such opportunity that we all need to grasp and respond to. The first meeting of the Task Force is on Tuesday 23<sup>rd</sup> August.

BISA has also provided submissions to the draft Metropolitan Planning and State Greenhouse Gas Strategies. Both of these draft papers tried hard to say the right things. The Planning Strategy in particular sought to identify a new and integrated approach to planning for a more sustainable city. Unfortunately I found both strategies far too driven by notions of what Government might undertake - by a 'top down' approach - and almost silent on the role of community and personal initiative. It almost seemed as if those writing these strategies are ignoring the need for public participation in putting strategies into effect!

There also seemed to be little recognition that much of the time (particularly with regard to transport), the community will be well ahead of the Government in addressing issues of sustainability! When it comes to more sustainable transport and energy in particular, any planning finally requires community participation and implementation. Both strategies appear to disregard the potential and needs of community cycling and Active Transport generally. BISA's submissions emphasised:

- the need for highly visible and obvious Government leadership on Active Transport
- several of the 'next steps' needed in developing Adelaide's cycling network
- that finally it is the community who will ensure use of more sustainable forms of transport (and that communities are already taking such steps)!

One principle we emphasised in both submissions was catering for the needs of all cyclists (including the young, the less able and those tentatively exploring the 'cycling lifestyle'). We recommended taking BikeDirect - Adelaide's Cycling Network - to a 'next level' by creation of a network of 'Green Links'. Adelaide is now a large city geographically (some 30km wide and 90km long) - much bigger than Metropolitan Paris! Picture the locally-focussed BikeDirect Network you're already familiar with 'overlaid' with an integrated and clearly identified system of major long distance routes specifically dedicated to fast, efficient and safe use of Active Transport - cycling, walking, public transport or any combination of these.

The motivation behind 'Green Links' is recognition that we have reached a point where:

1. the personal advantages and opportunities presented by cycling are already being recognised by those ready to do so
2. rapidly increasing transport costs suggest it is the whole community's need for more sustainable transport that needs to be addressed rather than the needs of a specific constituency (such as 'cyclists')!
3. like it or not, most of the community is terrified of motor traffic unless 'protected' by the tin box and cannot easily conceive of alternatives!

What we need are strategies that make cycling's practical and day-to-day advantages much more visible and obvious to all

## Chairperson's Report cont'd from prev page

of the community - particularly parents and younger folk! BikeDirect routes are almost invisible and not able to achieve that. Something on the scale of an additional GreenLink Network would. If we believe in the possibilities of cycling and want to see much greater cycling use in our communities, then we also need to provide very obviously for those who are taking their tentative 'first steps' to building cycling into their lives. These 'first steps' also need to really make a practical difference too! Hence a 'GreenLink Network' connecting communities, workplaces and recreation service centres across the entire city. The first opportunities we have identified for these are along the City-Glenelg and City-Port tram and rail routes. We will discuss submissions with the BUGs involved.

You'll recall previous mention of 'Safety in Numbers', a draft State Cycling Strategy prepared by the Office of Cycling & Walking. We have heard nothing more of this strategy following our comments on the initial draft. I have written to Minister Conlon requesting an update and emphasising that this really needs credibility if it is to succeed. We await a response. BISA has also made recent submissions on the redevelopment of the Bakewell Bridge and the associated bike path and bike lane linkages.

Members will also recall the amazing rally organised by Wheels of Justice back in May that saw 4000 riders gather outside Parliament House to make their voices heard. Wheels of Justice has become an ongoing movement. I encourage you to 'connect' with this coalition by subscribing to their e-list or BLOG or by regularly checking the web site they have set up. Ongoing events are planned. Remember that simply regularly 'reminding' the Government and community that cycling is here to stay is probably the most effective strategy we have!

Richard Bentley and Peter Sampson have been discussing a

renewed approach to a Ride to Work Day (or similar set of events) in the week before the Tour Down Under. Several opportunities present themselves. Discussions continue and comments and ideas from members are welcome. Mike Brisco, our Web Manager and I have also had an initial meeting with Community Information Services regarding our new web site. A basic design will soon be 'up' for the Committee to work with. If satisfactory we will then look at the process of transferring material to the new site or developing entirely new content. Our web site is set to become our major 'technical' asset and there are many possibilities we can pursue. Mike will set up a consultation process for this - if you are interested please check with him.

Finally Tom Eltridge-Smith, the Committee's newest member (and the Tea Tree Touring corporate rep) has taken on the task of providing a draft 'map' for BISA's future. It has become obvious to all of the Committee (and to many Members) that BISA's process of change needs to continue in some form or other. I have asked Tom to draw up a list of issues and opportunities for a thorough renewal of BISA's structure, membership, functions and roles - all addressing the new political and economic realities we will all face over the next 10 years. I personally feel that BISA needs to become a much more open, accessible, community-focussed and broadly-based coalition and far less burdened by financial and administrative matters. However we will pursue an accountable and open process in considering these issues, initially via a Committee and Member workshop and then probably via extensive consultation with all Members. Please stay tuned!

Sam Powrie,  
Chair.



## Engineering Report by Peter Good.

### 1. Bakewell Bridge

The old bridge will be replaced in 2007. Rather than building another bridge, the project proposes that Henley Beach Road underpasses James Congdon Drive which will remain "at grade". Henley Beach Road will have bicycle lanes on both sides through the underpass that will connect with existing lanes on either side. In addition, there will be an off-road shared bicycle/pedestrian path on the southern side of the underpass. Although the project will "provide pedestrian and bicycle access within the precinct and across the road and rail corridor" and "will provide better opportunities for cyclists and pedestrians", very few specific details have been included in community engagement material.

BISA provided feedback to Transport SA in three ways - via their website, by filling out the official form and by speaking directly with a member of the project team. Below is a summary of that feedback:-

- Henley Beach Road should have an off-road shared bicycle and pedestrian pathway on both sides of the

underpass, not just on the southern side. Suggest that cyclists will be able to ride at 50-60 Km/h on the underpass entry and will feel uncomfortable or at risk riding between the traffic and the solid wall (cyclists have nowhere to go if motorists encroach on the bicycle lanes). The on-road bicycle lanes could be removed to provide additional width for off-road paths on both sides. Off-road paths should be wide enough to physically separate cyclists and pedestrians. The paths should be integrated with the on-road bicycle lanes on either side of the underpass via "slip lanes" to enable commuting cyclists to safely move from the road to the underpass paths and back again at reasonable speed.

- A major off-road shared bicycle and pedestrian facility - the Westside Bikeway - exists on the western side of James Congdon Drive currently terminating at the Sir Donald Bradman Drive intersection. The possibility exists within the scope of this project to extend the existing path north east to Deviation Road. After crossing

Port Road at the pedestrian signals adjacent to Deviation Road, cyclists can connect with the Torrens Linear Park path network via Gaol Road. Linking the Westside Bikeway and Torrens Linear Park with this short length of path would create an off-road path network connecting Willunga with the city, Athelstone (to the Mawson Trail) and Henley Beach (to the coastal path)!

- A safe and convenient connection is required between the bicycle facilities on Henley Beach Road and the Westside Bikeway/Torrens Linear Park to enable cyclists to move from these to the city and vice versa.

## 2. Bicycle Works Program 2005/6 - Black Spot Funding

I attended a recent meeting to discuss the scope of works and individual projects.

The meeting was held at Roma Mitchell House on 1<sup>st</sup> July 2005. Present were Heather Barklay (City of Unley), Ben Wright (City of Holdfast Bay), Peter Solly (Bicycle SA), Richard Blight (DETI. Senior Network Management Engineer, Metropolitan Region), Scott Cooper (DETI. Manager, Road Asset Policy and Programs Transport Planning), Peter Watts (DETI. Manager, Office of Cycling and Walking (OCW) Transport Planning), Gemma Kermich, (DETI. Senior Planner, OCW) and Brian Delaney, (DETI. Planner, OCW).

The programme will be funded by a combination of Black Spot Funding from both the state and federal governments. A specific set of criteria has been used to allocate funding regionally and to specific projects based on crash statistics for cyclists gathered over a 5 year period. These statistics indicates that 80% of reported injuries (including serious injuries) were from the metropolitan area and 20% were from country areas. Funding allocation has therefore been split accordingly. Due to crash proportions, funding is further split to 66% for arterial roads and 33% for local roads.

Of the total amount of \$600,000, \$400,000 will be allocated to projects on arterial roads and \$200,000 on local roads. Of the allocation for local roads, \$160,000 will go to metropolitan and \$40,000 will go to regional local roads. The arterial road allocation of \$400,000 will go entirely to metropolitan roads. This is due to the need for DETI to determine strategic bicycle networks for regional centres. A consultancy for this purpose has been recently put to tender.

Specific projects have been chosen according to the following criteria applied to the area or location of the project:-

- Safety/exposure to danger based on:- traffic volumes; number of commercial vehicles; vehicle speed and crashes/injuries measured in crashes per Km per year.
- Whether or not the project is part of a Local Area Bicycle Plan or forms part of a network or a "missing link" to networks.
- Project value calculated as \$ per metre.

The arterial road project list shows 4 bicycle lane installation projects totalling 6.2Km for \$400,000. The final arterial road project, worth \$200,000, is to render the South Rd underpass of the Sturt River path floodproof. At present the

path becomes inundated during times of only moderate rises in the Sturt River causing obvious immediate danger to users and a build-up of slippery debris after the event. It is listed as an arterial road project because the underpass is owned by the state government.

The local road project list (metropolitan) has only two on-road bicycle lane project - Flinders St (Adelaide) between Hutt and Frome and Franklin St between Morphett and King William (\$75,000). Three off-road shared paths are also on the list, two of these combining to make a very significant facility for Adelaide.

The first is the Old Reynella section of the Coast to Vines trail. A new 1Km length of path will link to the existing Coast to Vines Trail at Reynell Rd, cross the Field River then link with a connector to the Veloway at Panalatinga Rd/Kenhans Rd intersection. This will complete an off-road path network that links Willunga with the city via the Coast to Vines path, the Veloway, the Sturt River path, the Westside Bikeway, the James Congdon Dv path, Sir Donald Bradman Dv bicycle lanes and the West Terrace path.

The second is a link between an existing path just north of Santos Stadium with the pedestrian signals on Port Rd (adjacent to Gaol Rd) including an off-road underpass of the Bakewell Bridge (to be renovated in 2007). This 200 metre section will link the James Congdon Dv path to Torrens Linear Park via Gaol Rd. These two projects combine to provide a continuous facility between Willunga in the south, the city, Athelstone in the north-east (to the Mawson Trail) and Henley Beach in the west (to Coastal paths).

The regional local road projects that made it to the list are both off-road shared paths in the south-east. Both are extensions to existing facilities that provide cyclists with alternatives to 110Km/h roads.

## 3. Bicycle parking at Adelaide railway station.

Until recently a room on the eastern side of the main hall adjacent to the toilets housed a casual bicycle parking area for use by any cyclist. The Casino has taken control of the area apparently. In order to compensate, TransAdelaide has installed bicycle parking rails on Platform 9 for cyclists using the rail system (a ticket is required to access this area). In addition, 4 bicycle lockers for public use are located at the northern end of the main hall in an under-cover area just west of the double glass doors. Locker hire is arranged through the TransAdelaide Infoline (8210 1000). Hire is effectively free with no time limit - the only fee is a \$50 "key bond" refunded after use. TransAdelaide will install more lockers when the first 4 are in use. No formal casual parking is available but TransAdelaide will allow cyclists to lock bicycles to the steel latticework adjacent to the lockers.

## 4. Press releases from the SA Minister of Transport, the Hon. Patrick Conlon.

**4.1 06-05-2005. Next Stage of Commercial Road On Track** Construction work on the next section of Commercial Road, between the Pedler Creek Bridge and Wentworth Street, is scheduled for completion by late June 2005, dependent on

weather conditions.

The upgrade of this section of Commercial Road involves widening the existing pavement to allow for two traffic lanes, with marked bicycle lanes, a painted central median and upgraded road lighting. This is in addition to the works currently underway on Commercial Road between Aldam Road and Penzance Street, Port Noarlunga South.

Minister for the Southern Suburbs John Hill said the ongoing upgrade of Commercial Road, a key link in the South, was an important project.

“The works on Commercial Road are significantly improving safety for motorists, cyclists and pedestrians,” Mr Hill said.

Transport Minister Patrick Conlon said the Commercial Road project was a \$16.8 million upgrade of the 6.7 kilometre stretch of Commercial Road between Weatherald Terrace and Babbacombe Drive.

#### **4.2 06-05-2005. New Cycling Task Force for Council.**

The State Government has asked Sir Eric Neal, Chair of the Road Safety Advisory Council, to establish the Cycling and Pedestrian Safety Taskforce to ensure a focus on the safety of all road users. Minister for Transport Patrick Conlon said the taskforce would report to a sub committee of the council, which was established in 2002 to monitor road safety performance in South Australia and make recommendations to the State Government in a bid to reduce road trauma.

“I have become aware of the ongoing concerns cyclists and pedestrians have for their safety,” Mr Conlon said today. “This Government has proven its desire to look after all road users and they deserve to have their say. This new Taskforce will give them the appropriate medium.”

The Taskforce will be comprised of peak cycling and walking groups and relevant state and local government representatives. 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.

Along with this initiative, the State Government is also establishing Safety in Numbers 2005-2010. A Cycling Strategy for South Australia 2005-2010. This strategy aims to increase the safety, convenience and attractiveness of cycling as a priority when actions and decisions are being made in areas such as transport, planning, health and tourism. It will have a series of objectives including effective planning and coordination for cycling, comprehensive cycling networks and facilities and the successful promotion of cycling.

The Strategy will be developed in collaboration with Bicycle SA, the Bicycle Institute of South Australia and the Chief Executives of a number of key Government Departments and presented to the Transport Minister.

“I will continue to work with all authorities on improving conditions for all South Australians who use our roads,” Mr Conlon said.”

The Strategy is another means for cyclists to express their

points of view.”

#### **4.3 20-05-2005 Road Safety Education For All Students.**

Transport Minister Patrick Conlon announced new teaching initiatives to get the road safety message across to all South Australian children.

Mr Conlon, together with Education Minister Jane Lomax-Smith, signed off on the “Your Turn” project for year 8 and 9 students, as well as new teaching resources for kindergarten children.

The two initiatives are worth almost \$200,000 and will complement current education programs focussed on primary school students. The Rann Government also spends more than \$300,000 on SA Police and Metropolitan Fire Service programs aimed at senior students and delivered through SA secondary schools.

“The development of “Your Turn” for secondary school students will ensure road safety education continues throughout a child’s schooling,” Mr Conlon said.

“The Government has also developed early childhood road safety education programs aimed at children up to 5 years of age and their parents because no one is ever too young to learn about road safety. “Parents are the key role models and should be better assisted to help their children form positive road safety habits. It is important that young people are provided with the education that will lead to the formation of the right attitude towards driving and road safety.”

Mr Conlon said the Road Safety curriculum resources have been developed for kindergartens and secondary schools to educate our youngest children and our teens on the importance of road safety. The curriculum has been funded by the Department of Transport and the Department of Education and Children’s Services.

The road safety teaching resource for Year 8 and 9 students, “Your Turn”, will be available in secondary schools across South Australia. This latest up to date, modern package provides innovative and stimulating road safety teaching strategies for the youth of today.

Mr Conlon says, the introduction of “Your Turn” for secondary schools will provide opportunities for students to be educated about road safety and the responsibility that the community has to reduce road trauma. The Road Safety Advisory Council supports the implementation of secondary and early childhood road safety curriculum resources.

“Your Turn” will be rolled out to schools in June 2005 with the early childhood resources also being made available in term 3.

#### **4.4 17-06-2005 Rann Government Boosts Cycling By \$800,000.**

The Rann Government confirmed its commitment to South Australian cyclists by announcing a further \$800,000 in road safety funding.

Transport Minister Patrick Conlon announced \$600,000 in black spot funding – to improve bike lanes and general road

## Engineering Report. cont'd

conditions for cyclists around the state. A further \$200,000 will be spent on an advertising campaign to encourage all South Australians to make our roads safer for cyclists and other road users.

“Research shows cyclists account for 11 per cent of people seriously injured in road crashes,” Mr Conlon said. “The increasing popularity of cycling means more people are riding to work - and they must be kept safe.

The Rann Government recognises the importance of cycling safety and has already launched the Cycling and Pedestrian Safety Taskforce to report to the Road Safety Advisory Council on issues affecting cyclists and pedestrians.” The new \$200,000 advertising campaign will add to the current “Share The Road” promotion. Along with extensive newspaper, radio and television advertising promotions, the campaign will also include new safety signs on roads around the Adelaide Hills regularly used by cyclists.

“The Department of Transport, Energy and Infrastructure will work hard on ways to improve road conditions for cyclists. The Rann Government is committed to finding ways to make their travel safer.”

A committee of Government and non-Government experts will assess the most urgent issues and distribute the \$600,000 in black spot funding over the next year.

Mr Conlon also announced the head of the new Cycling and Pedestrian Safety Taskforce will be Geoff Knight.

Mr Knight, a member of Bicycle SA, is an active cyclist and has worked within Government in the Treasury Department.

He is currently the Deputy Chief Executive of Primary Industries and Resources (PIRSA) and sponsored the development of PIRSA's bicycle policy that won that organisation the 2004 Cycling Promotion Fund Bicycling Achievement Award for a Bicycle Friendly Business. 

## B.F.A. CONNECTING CYCLING 2005 - PLANNING FOR HEALTHY COMMUNITIES

The Bicycle Federation of Australia has announced their program for the Connecting Cycling 2005 Conference. It will be held in Brisbane 6<sup>th</sup> - 7<sup>th</sup> October (Pre- and Post-Conference Workshops on 5<sup>th</sup> & 8<sup>th</sup> October).

International Keynote Speakers:

Troels Anderson, Transportation Planner and Mobility Manager from Denmark. John Pucher, Professor in the Bloustein School of Planning and Public Policy at Rutgers University (New Brunswick, New Jersey). Sharon Roerty, Director for Community Programs, US National Center for Bicycling & Walking.

Conference topics will include:-

- Innovative planning and best practice in engineering to create healthy environments.
- The health benefits of cycling and walking.
- Government and community action to increase cycling and walking.

Why you should attend:-

- You will take away strategies for getting effective projects designed, funded, implemented and evaluated.
- Find out how planning can impact on cycling and walking, and what reforms are needed and gain information about why active transport is so important.
- You will make contact with experienced practitioners who will share their stories of successes and failures (and why).
- To deliver better cycling outcomes for your community.
- To share the latest techniques for planning and providing for cycling Help develop an action plan to create healthy, active communities.



BISA may send a delegate! If you think you might be interested please contact Sam Powrie, Chair. Further conference information and registration:

<http://www.bfa.asn.au/conference>.



## INVITATION FROM 'FRIENDS OF THE TORRENS'

The following invitation has been received from Riley Ashton, cyclist and Torrens revegetation activist. BISA Members, particularly those who use the Torrens Linear Path may wish to respond directly to Riley and assist him.

“Friends of the Torrens is a community group aimed at ‘re-installing’ the natural environment on the Torrens river. Many sectors of the community use the River as a place to exercise and enjoy the fresh air. For those bike riders who enjoy being environmentally friendly, I offer the chance to do so in a way not only beneficial to your health, but the health of others. ‘Think Globally, Act Locally’ is a great motto, and is the driving force which gave birth to the group. We will maintain an ‘Our Patch’ site and demonstrate 21<sup>st</sup> century natural resource management, tackling soil conservation, biodiversity loss, pest species control and visual appeal. While enjoying

an afternoon on the river revegetating with endangered indigenous species we will imagine the impact on tourism and biodiversity in 10 years. I often hear of Adelaide being the green city, but most trees in our parklands aren't local, and the traffic tends to suggest otherwise. Prove me wrong by joining the Friends of the Torrens, to revegetate every 4 months.”

Riley Ashton, Friends of the Torrens,

Ph: 8443 4994

[friendsofthetorrens@hotmail.com](mailto:friendsofthetorrens@hotmail.com)



## RELEASE OF THE 'BIKEABILITY TOOLKIT'

The S.A. Office of Cycling & Walking and the Bicycle Federation of Australia (BFA) have announced the public release of the BikeAbilityToolkit, a computer-based means of measuring Community, Council or Government progress towards provision for cycling friendly environments.

The Bikeability toolkit has been developed by the Australian Greenhouse Office. It has now been loaded onto the Department of Environment & Heritage TravelSmart website at <http://www.travelsmart.gov.au> There will soon also be

links from the BFA and Australian Bicycle Council sites. If you have any comments on the toolkit, especially the instructions for its use please send them to [travelsmart@greenhouse.gov.au](mailto:travelsmart@greenhouse.gov.au).

The BFA want to see the tool used by local government, bicycle user groups and other cycling advocates to obtain better cycling facilities and get more people cycling, more often. Please have a look and perhaps use within your BUGs or local areas.



## REQUEST FOR HELP FROM RESEARCHER AT THE ABC

Hi -  
My name is Alice Brennan. I'm from the ABC. I wrote a couple of months ago to see if there was anybody who would be willing to talk about the McGee Royal commission from a personal perspective. Could you let me know if you could possibly help to find the people I need to talk to and also fill me in on some of the details. There are no guarantees, at this stage I am researching to see if we can in



fact do anything, but I would really like to. I'd really appreciate your help.

Alice Brennan  
Researcher, ABC Four Corners,  
700 Harris St Ultimo, 2007.  
phone: (02) 8333 4380  
0405 334 974  
[alice.brennan@gmail.com](mailto:alice.brennan@gmail.com)



## MOUNTAIN BIKE STRATEGY FOR CITY OF MITCHAM COMMUNITY CONSULTATION

The Mitcham Council has embarked on consultation for development of a draft Mountain Bike Strategy that (hopefully) will see the establishment of better access to a system on bike trails in and around the Hills Face. The planning process seeks to 'assess the suitability and manageability of Council reserves for mountain bike riding.' There has already been some conflict between riders and local residents as well as difficulties with cyclist's safe use of access roads and travel on the train to Belair.

Mountain biking in Council reserves has steadily increased in popularity over the past few years. Council has embarked on this strategy in response to community pressure to manage mountain bike riding as well as to provide more recreational opportunities. It will determine appropriate locations for mountain bike riding which minimise environmental damage and social conflicts and provide opportunities for legal use of the area.

Council is seeking feedback from the community, mountain bike riders and stakeholders on the draft strategy. It can be viewed or printed from [www.mitchamcouncil.sa.gov.au](http://www.mitchamcouncil.sa.gov.au). Council would appreciate feedback via the attached e-mail feedback form or print it, fill it in and post. Feedback forms need to be received at Council by 5pm Friday September 9, 2005.

This consultation is an opportunity for cyclists - especially the muddy ones, to have their voices heard! Let's do it!

CONTACT: Lauren Gardner,  
Recreation Planner,  
City of Mitcham,  
131 Belair Road,  
Torrens Park SA 5062.  
Ph: +61 8 8372 8830  
[lgardner@mitchamcouncil.sa.gov.au](mailto:lgardner@mitchamcouncil.sa.gov.au)



## Tragedy in Germany should spur a rethink on safety for cyclists at home

Much can be done to improve the welfare of bike riders, starting with the attitudes of drivers, writes Chris Rissel. A DISCUSSION about safety for people riding bicycles is overdue. Most observers would agree Amy Gillett's accident was unusual, but much can be done here to make things safer for people riding bicycles. I deliberately used "people riding bicycles" twice in that paragraph. That's because the bicycle you see ridden down the street is just someone like you going somewhere, to work, the shops, to visit friends, wherever. They have as much right as other road users to be using the public roadway. They're not polluting the environment, they're reducing the demand on the public health system by being physically active and healthy, and are helping to reduce traffic congestion.

In Europe where bicycles are a common form of transport, their use is encouraged by governments. Political will is needed to break the Catch-22 where people don't use their

bicycles because there are no facilities, and facilities aren't built because too few people ride bikes. Lots of people like to ride bikes in Sydney, and many say they would ride more if they felt safer.

However, building off-road bike paths is not the answer to improving safety for people riding bicycles. Separating bicycles from cars means motorists never have to deal with bicycles and don't learn to drive considerately. Recent Australian research indicates that the more cyclists there are on the road the safer it is. Safety for everyone can be improved immediately by traffic regulations and enforcement that heavily favour pedestrians and cyclists, and extensive driver education. Lower speeds are important because they directly affect the ability of drivers to share limited road space and significantly impact on the expectations and impatience of drivers. The NRMA says peak-hour travel speed is under 20kmh, a little more than a bicycle. Yet, because drivers

## Tragedy in Germany should spur a rethink on safety for cyclists at home cont'd

are allowed to go faster they think they should, regardless of conditions and other road users. Bicycle use can also be encouraged by introducing smart cycling infrastructure such as dedicated bicycle lanes (off-road and on-road) clearly signposted, which connect bicycle lanes with good intersection treatments; "bicycle streets" where bikes have right of way; seamless connections between cycleways and public transport; and end-of-trip facilities - for example, secure bicycle storage, showers and change rooms. Restrictions on motor vehicle use, including limited parking, mean people will choose other travel modes because they're easier. Cycling levels have risen in all capital cities in Australia over the past few years. In Germany about 30 per cent of trips are by bicycle, compared with about 5-6 per cent in Perth, 3-4 per cent in Melbourne and only 1-2 per cent in Sydney. NSW has the lowest levels of cycling in Australia and this year has

reduced spending on bicycle infrastructure. Each year too many people die while riding bicycles, yet there is little change to the road environment or driver attitude. You can't improve safety by ignoring it.

Dr Chris Rissel is the director of the health promotion unit of the Sydney South West Area Health Service.

From Sydney Morning Herald Online (July 22, 2005) supplied by Margaret Day



Amy Gillett photo by Graham Watson, sent by Cycling Australia



### TRAVIS ON THE MITCHAM DRAFT MTB STRATEGY

Hi, my name is Travis, I met both of you [Sam and Mike Brisco] at the Eugene McGee Rally. I represented the Mountain Bike Groups. I was part of the "Wheels of Justice" group. One of the reasons I was there was I have been actively involved in the effort to get some legal MTB trails in the Mitcham area. The Mountain Biking in this area is hugely popular, especially with youth. Mountain Biking certainly seems an effective way to keep young people on bicycles. As you are aware keeping people cycling seems to be half the battle. While some of the illegal trails have been what some would dub "extreme", the reality is that in the last draft proposal that council released they were going to put in several "moderate trails" that would be suitable for all age groups and abilities. Indeed it is hoped that if these trails go in they can offer cyclists an alternate route for ascending to Belair than Old Belair Rd or Windy Pt Road (Old Belair had a cycling fatality last year).

I could go on about the positives but in an attempt to keep it short, let me just say that the Council wants to move forward and properly manage these reserves with MTB trails. We

have some determined people who are trying to stop us. Come the 9<sup>th</sup> of August the council will release the 120 page report by the independent consultant into off-road cycling in the Mitcham area. There will be a feedback survey that can be filled out online at Mitcham Council's website <http://www.mitchamcouncil.sa.gov.au>. At this stage we are told the consultation period will go on for 5 weeks. I will endeavour to provide a one page summary and make it available to everyone. I am asking for your assistance in informing fellow cyclists that there is a consultation period underway and encourage them into helping to make available another resource for cyclists generally.

Travis Deane  
0404 132 609  
[travis@bikefanatic.com](mailto:travis@bikefanatic.com)

The report is now out:  
<http://www.mitchamcouncil.sa.gov.au/site/page.cfm?u=638>  
8 legal areas to ride, but we still need your support.



### INVITATION TO BISA MEMBERS - JOIN 'WHEELS OF JUSTICE'

Wheels of Justice is a web-based coalition from across Australia of people interested in equity and justice for those who choose to ride. They were the driving force behind Adelaide's amazing 4,000 strong cycling rally in May and plan more such events. The following is an invitation to join their internet discussion list, to check out their BLOG or simply get onto their event mail list.

"Prominent Adelaide lawyer Eugene McGee, who killed a cyclist in a hit and run and failed to stop has been fined \$3100 and disqualified from driving for 12 months. McGee, 50, was driving a four-wheel drive vehicle when it was involved in a fatal collision with father-of-two Ian Humphrey in SA's Barossa Valley in November 2003.

The McGee case has provoked national discussion in Australia concerning cyclist's rights, and related legal issues. The Wheels of Justice movement, press coverage, forum posts, print and radio media coverage, and now the rides in Adelaide,

Brisbane,  
Melbourne  
and Sydney  
on Saturday  
7<sup>th</sup> May 2005  
have made a  
difference. We  
have had peak  
body cycling  
organisations



stand up and seek to be counted at last and aligned with us. We are a group of ordinary people who happen to enjoy riding bicycles, which have had enough and want to see some changes.

Our three aims are:

1. Education:- We want to see drivers educated to understand that cyclists have a right to be on the road, and that they

## From the Net

1. Amy Gillett-Safe Cycling Foundation Established:- Simon Gillett has announced the establishment of the 'Amy Gillett-Safe Cycling Foundation' by her family and Cycling Australia in memory of his wife who was killed in a collision with a car in Germany on 18 July. The Foundation has three main aims:-

- a) To provide support for the rehabilitation of Amy's five injured team-mates.
- b) To fund and administer a scholarship program for young women cyclists to support their sporting and academic endeavours.
- c) To support and promote projects aimed at road safety awareness amongst cyclists and motorists.

"Amy was an amazing woman with a love of life, sport and education," said Mr Gillett. "This Foundation will honour her memory by supporting the dedication, talent and commitment of young women who will follow in her footsteps. Her love of life and all it could offer stand as an example worth following". People who wish to contribute to the Amy Gillett-Safe Cycling Foundation can do so by visiting: <http://www.cycling.org.au>. Cycling Australia, on behalf of its members, has contributed an initial donation of \$5,000 to start the fund. (more on the Foundation on page 12)

2. Victorian Government gets tough on hit and run. In a recent Melbourne Wheels of Justice rally protesters wore armbands and placed bidons on the steps of Victoria's parliament in a bid for justice over cyclists killed on the roads. A Victorian Government review is set to beef up penalties for hit and run offenders, following pressure from lobby groups outraged at light sentences handed down in recent months. The move, which will increase the maximum sentence for hit and run offences from two to 10 years, has been welcomed by Bicycle Victoria and other groups seeking to close the loophole in penalties. The government review follows hit and run incidents, including one which killed cyclist Matthew Cole on Plenty Rd this year, and another in which Phillip Josefski was sentenced after the death of pedestrian Andrew Knowles. Josefski was sentenced to two years and three months for failing to render assistance and fleeing the scene of an accident. A charge of culpable driving was dropped due to lack of evidence.

Rob Eke from Wheels of Justice - a group of cyclists advocating safer roads said the increased penalty was a start, but that driver education was the way forward. "I sincerely would like to see a better driver education program for people who have never driven before. And when drivers are involved in an accident with bicycles - education about road laws regarding bikes."

Contact Bicycle Victoria: Email: [bicyclevic@bv.com.au](mailto:bicyclevic@bv.com.au), <http://www.bv.com.au>

3. Victorian Government Report on Road Rage. A Victorian report is now available on violence associated with the use of motor vehicles. Copies available from Level 8, 35 Spring Street, Melbourne 3000. This report has been tabled in Victorian Parliament. The Victorian government has until October to respond.

See: <http://www.parliament.vic.gov.au/dcpc> (beware - 689 pages!)

4. VICTORIAN GOVERNMENT ANNOUNCES REVIEW OF SPEED ZONES: Guidelines for the implementation of speed zones will be reviewed as part of a raft of measures aimed at further improving road safety in Victoria. The Premier, Steve Bracks said the introduction of reduced 40km/hr and 50km/hr speed zones over the past two years had resulted in a significant reduction in pedestrian fatalities. "As a road safety device, speed zones save lives. Since the introduction of the ArriveAlive road safety strategy in 2002, pedestrian fatalities have fallen by 40 percent. Road safety is an issue for the whole community, and we welcome input from the public as we strive to create safer roads and make Victoria a better place to live and raise a family".

See: <http://www.arrivealive.vic.gov.au>

5. P-PLATERS FACE PHONE BAN (from the Herald-Sun, 16th August): ALL new drivers in Victoria will be banned from using hands-free mobile phones under plans to cut the youth road toll. A blanket ban on mobile phone use by L and P-plate drivers is expected to be announced today by Premier Steve Bracks. It will be part of an overhaul of driving licence laws. Currently, only hand-held mobile phone use is banned - a restriction that applies to all drivers.

Monash University Accident Research Centre senior research fellow Michael Regan said evidence was mounting that hands-free phones were just as dangerous. "Both hands-free and hand-held mobile phones increase the risk of having a fatal crash between four or five times," he said. "That increase in risk is equivalent to having a blood alcohol concentration of 0.08."

6. McGee Case Transcripts. The Transcripts of the Kapunda Road

Royal Commission are now available at: <http://www.service.sa.gov.au/krrc>

7. In the past five years London has had a 67 per cent increase in bicycle use, and since July 7 bicycle shops in the capital have reported a fourfold surge in sales as commuters turn to two wheels. From:- <http://www.timesonline.co.uk/article/0,,8127-1694348,00.html>

most items submitted by Sam Powrie



## Contributors

Thanks to the contributors and proof readers for this issue, including:- Riley Ashton, Travis Deane, Tom Eltridge-Smith, Helen de Martino, Pam Fisk, Peter Good, Alan Marriage, Fay Patterson, Sam Powrie.



## Cycling for Pleasure Rides

### September 11

Ride around the south western suburbs. About 30km. Meet at Victoria Sq at 10.00am., Gordon Ph: 8276 9453

### September 17 to 24 Annual Tour

A week cycling in the Riverland staying at the Berri Caravan Park Ph: Helen 8293 2897 or Richard 8260 1742.

### September 25 The Day After

An informal ride after the week in the Riverland. If you need more cycling meet at Victoria Sq at 10.30am. Choose the leader and route on the day. Helen Ph: 8293 2897

### October 9 Ships Old and New

Explore historic Port Adelaide. Lunch at Port Misery, afternoon tea at John's place (Vera's cakes!). 30km

Meet at Beach Carpark at end of Bower Rd, Semaphore South at 10.00am.

(9.13 Outer Harbour train from Adelaide. Alight at Ethelton

then short ride along Bower Rd to the beach).

John K Ph: 8339 2921

### October 23 McLaren Vale Heights

Ride the ridge overlooking Southern Vales, then down the Willunga Hill. Meet at the Park up the Main St opposite the old shopping centre at 10.00am.

Jilden Ph: 8370 8011

### November 6 Annual General Meeting

A short ride followed by lunch and our AGM at a park somewhere.

Meet at Victoria Sq at 10.00am. 20km

Leader Sue Ph: 8298 5216

Check [www.cyclingforpleasure.org](http://www.cyclingforpleasure.org)



## Tea Tree Tourers Rides

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

### September 21 and 22 Thursday Rural Rides

Midweek weekend ride ( Wed/Thursday) staying in cabins at Lyndoch Caravan Park

Cost will depend on numbers about \$20.

Starting from Ruth and Doug's and leaving our cars there

50% dirt roads, about 60kms each day Please phone Alan to book 8263 7651

### September - 25 Audax 100, 200 - Flat As Hell

It's flat, well most of it is, to Walker Flat. Unsupported, All riders must contact Matthew Rawnsley (08) 8370 0415 or via email [m\\_rawnsley@hotmail.com](mailto:m_rawnsley@hotmail.com), by the Thursday before the ride for details.

**October 1, 2, 3 - Saturday. Labour Day Weekend.** The Perfect Series bush rides.

Somewhere further out there.

Details to be advised. contact Peter 0408 738 322.

### October 15, 16, - Saturday & Sunday Wine Tasting Ride For The Lovers Of Great Wine Of The Southern Vales.

Come and join David Wilson for a panniers tour of wineries of the Southern Vales. Please contact Dave Wilson prior to the ride on 0410 499 280 or via email [blinky@iprimus.com.au](mailto:blinky@iprimus.com.au).

### November 12 - 27 - The Victorian Peninsula Tour.

Train to Geelong. Geelong Touring Club ride. Islands and ferries.

Rough cost \$400. Limited to 12 people. Contact Allan and Mary 8263 76516

ALL OTHER RIDES PLEASE SEE

WEBSITE [www.adelaideteatreetourers.org](http://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.

## INVITATION TO BISA MEMBERS - JOIN 'WHEELS OF JUSTICE' cont'd from page 8

have a duty of care towards us.

2. Enforcement:- We want to see the existing traffic laws properly enforced to protect the safety of all road users, and full penalties applied.

3. Accountability:- We want all road users to be held accountable for their own actions, and the systems to be in place to ensure that happens!

An email group has been created to assist with this dialogue and create positive changes for cyclists on Australian roads. Please feel free to contribute your thoughts, constructive criticism and discussions.

Email group:- <http://sports.groups.yahoo.com/group/wheelsofjustice>

Subscribe via: [wheelsofjustice-subscribe@yahoogroups.com](mailto:wheelsofjustice-subscribe@yahoogroups.com)

See also:- Adelaide Wheels of Justice:- <http://www.wheelsofjustice.com.au>

Wheels of Justice blog:-

<http://www.bicyclejustice.blogspot.com>



## 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			
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 fell 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"> <li>• I wish / do not wish to receive cycling related information by email.</li> <li>• I wish / do not wish to receive my copy of Pedal Update in electronic format.</li> </ul>
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## Pedal Update

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## STOP PRESS

### 1. Cycling & Pedestrian Task Force of to a Great Start!

Yesterday (23<sup>rd</sup> August) I met with the other members of this group. The Chair, Geoff Knight, has made it very clear that we are aiming at presenting recommendations stemming from both evidence and 'grass-roots' experience. To ensure effective consultation I would like to establish an active 'task force network'. If you would like to be part of this or have ideas as to how it could work please contact me asap. Sam Powrie, Chair, [kabir@chariot.net.au](mailto:kabir@chariot.net.au) or via BISA web site.

### 2. Congratulations Cyclists - Coastal Way Moves Ahead.

In the last P.U. we reported on the successful lobbying that saw Charles Sturt Council reverse its decision to block the Coastal Way and 'give the money back'! A key sticking point for the Council had been the proposed route of the Coastal Way (in front of a few hundred meters of absolute beach-frontage housing) and across the Torrens Bridge at Grange. This bridge is now open for cycling and walking with a brand-new 'extension' on the seaward side. The rest of the route will be developed in coming months. Congratulations to all who expressed their views to Council.

## MEMBER'S TANDEM RIDE TO RAISE MONEY

In mid-September this year, Traffic engineer member Fay Patterson and planner husband Ian Radbone will embark on a challenging cycle ride from Brisbane to Melbourne to raise funds for the Amy Gillett Safe-Cycling Foundation. The couple will ride a tandem 2,500 km for the Foundation, which was established following the appalling crash that killed champion cyclist Amy Gillett and injured five of her AIS team-mates - including South Australian Alexis Rhodes. Explains Fay, "This terrible accident has touched people all over the nation and we want to do something to help out. The ride is going to be hard, but not as hard as the journey to recovery facing Katie Brown, Lorian Graham, Kate Nichols, Alexis Rhodes and Louise Yaxley. "Australians love sport and elite sporting events and we're asking everyone who can to extend their support to our injured athletes." The Amy Gillett Safe-Cycling Foundation was set up by Simon Gillett with three main aims:

- To provide support for the rehabilitation of Amy's five injured team-mates
- To fund and administer a scholarship program for young women cyclists to support their sporting and academic endeavours
- To support and promote projects aimed at road safety awareness amongst cyclists and motorists.

Donations can be made via the Australia Cycling website, [www.cycling.org.au](http://www.cycling.org.au) (please mention the ride when you donate). Ian & Fay have been pleased to attract donations from local companies QED, Oxigen and Taylor Cullity Lethlean and are keen to discuss promotional opportunities with other donors. The fundraiser is also the couple's farewell event before moving to Wollongong, where they will be establishing a regional office as a collaboration between Cardno Eppell Olsen and QED. How can you help?

- raise funds from people at your workplace;
- give an individual donation;
- volunteer to print (and distribute?) a brochure with information about the Foundation, ride and how to donate (to be supplied in pdf format);
- forward this information to family, friends and colleagues you think may be interested.

For more information, please contact Fay at [fay@qedecisions.com.au](mailto:fay@qedecisions.com.au), 08 8227 0188 (work) or 0409 284 165