



Pedal Update

No 169, Nov - Dec 2005 ISSN 1321-1870



Sign on back of an Adelaide Bus



Work of the Adelaide Pro Cycling Stenciller(s) photos from M Brisco



CYCLOTOON

BY NEAL BRIDGEMAN

CYCLING IS HARD WORK.

IT'S RISKY.

IT'S UNPOPULAR.

IT TAKES MORE TIME.

IT'S DIFFICULT

IT MAKES YOU STRONGER.

IT'S GOOD FOR THE WORLD.

IT'S THE RIGHT THING TO DO.



GOOD PRACTICE FOR REAL LIFE.

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Calendar

9th Nov BISA Business meeting.- All Welcome

14th Dec BISA Business meeting.- All Welcome

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



Pedal Update is the newsletter of the Bicycle Institute of South Australia Inc., and is published six times per year. BISA is incorporated in South Australia and is a member body of the Bicycle Federation of Australia (BFA).

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Opinions published in Pedal Update are not necessarily those of BISA. The Editor endeavours to ensure that information published is accurate, but recommends that readers contact the authors for confirmation if necessary. Editor: Ian Fisk 8296 3350 editor@bisa.asn.au Deadline for the next issue: 9th Dec.

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

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

Road Hazards?

Call Transport SA: 1800 018 313

Printed by 'copies and more' phone 8295 7522

BISA Committee, 2005/6

Committee Member	Role & Portfolio	Contact
Sam Powrie	Chairperson , Road safety, speed limits, Infrastructure, BFA & DTUP liaison.	8449 9902
Alan Marriage	Secretary , Coastal Park project.	8296 5993
Ian Graham	Treasurer	
Mike Brisco	Web Manager	8365 7489
Ian Fisk	Editor Pedal Update.	8296 3350
Laura Adele	Membership secretary	8395 1835
Jeremy Miller	BUG Coordination.	0438 837 372
Peter Sampson	BUG Coordination assistant	
Richard Bentley	Ride to Work, with Peter Sampson	rbentley@sa.apana.org.au
Peter Good	Engineering, Technical Coordinator & Local Gov't liaison	8331 7735
Tom Eltridge-Smith	Adelaide Touring Cyclists appointed representative, Admin Review Task force	

Chairperson's Report



Fellow Cyclists,

The last two months have been busy for the entire Committee. Richard Bentley has attended the Bicycle Federation of Australia's 'Connecting Cycling Conference' in Brisbane. By all accounts it was a great success with a number of authoritative speakers - several from overseas. Richard will report back in detail in Pedal Update (and probably on our web site as well). For now, suffice to say that he returned both enthusiastic about what cycling advocacy might achieve, as well as dismayed by how S.A. is falling behind the rest of Australia in both cycling investment and policy-driven support.

Mike Brisco (Web Manager) has been working with our computer consultants and we are pleased to announce that a trial version of the new web site is now 'up'. I suspect that interested members will be able to have a look at it soon though as yet we only have a few pages worked out! Laura Adele has done a great job as Acting Treasurer in Ian Graham's absence while also continuing in her role as Membership Secretary - well done and many thanks Laura! Also many thanks to Alistair Powell who has continued to provide great help to the Committee. And welcome back Ian from your long holiday in Europe.

Jeremy Miller has now been formally voted on as the latest addition to the Committee. His addition at last means that our Committee has its full complement of 10 members. Jeremy has been busy with his Bicycle User Group (BUG) portfolio, developing a BUG Network Plan and an initial program of actions. Stay tuned for more details - especially those who may be interested in forming local area or workplace BUGs. If there are any graphic designers interested in helping with BUG materials - please let Jeremy know!

Peter Sampson, Jeremy, Richard and Mike Brisco have also continued work on a new Ride to Work Day concept. RTW has foundered a bit in recent years - mainly due I believe to the considerable commitment involved. BISA's team has come up with a new and we hope, more practical strategy. We have some interest from the organisers of the Tour Down Under, and if arrangements work out, will be able to announce an event soon. It is also interesting to hear that BicycleVictoria and BikeNSW are coordinating a National RTW-Day - probably to be held in October 2006!

Peter Good and I have provided TransportSA with fairly strong responses to the proposed redevelopment of the Bakewell Bridge. This Western gateway to the City threatens to shortchange cycling by providing limited and, we think, unsafe facilities. We have called for a rethink of the TransportSA plan which we feel is simply not good enough! See further details at: http://www.transport.sa.gov.au/transport_network/projects/bakewell_bridge/index.asp

Peter Good has also represented BISA on the Cycling Black Spot Task Force which will see several hundred thousand dollars spent on hazards for cyclists across the metro Area.

Alan Marriage has continued to provide a high standard of Secretarial support to the Committee. Alan has many years of experience in organisational leadership and we frequently benefit from his incisive comment in Committee discussions. And of course we have had the additional support of Tom Eltridge-Smith as Adelaide Touring Cyclists Corporate Representative. Tom has been pursuing a number of important activities including working with me on the BISA's planning processes.

Over the last month or two I have had several meetings with staff from TransportSA and the Minister's office. Mike Brisco and I have been involved with the Cycling & Pedestrian Safety Task Force, developing BISA's submission to this project. It will

Chairperson's Report cont'd from prev page

be the work of several months! I have also had an important meeting with Ministerial staff regarding a joint proposal BISA has put forward with the Port Adelaide BUG for a Port-City GreenLink alongside the Port Adelaide railway route. As well as this specific plan, we have developed a proposal for an Adelaide-wide system of GreenLinks utilising existing road and rail infrastructure for which we believe there is a clear need! Initial discussions with Government are promising - I'll keep members informed of developments!

We anticipate a great deal of activity over coming months, especially in the lead-up to next year's elections. The steady rise in fuel prices will hopefully prompt Government to

respond to the Community's need for more sustainable transport options and better cycling facilities. BISA needs to plan for this, taking the initiative as opportunities arise - something we will all be working hard to ensure occurs. If you would like to stay in touch with any of this work I suggest that you sign up for BISA's E-Bulletins. This will enable us to more directly inform you of progress and events. Just send an email to Laura Adele at membership@bisa.asn.au asking for your address to be added.

Best wishes,
Sam Powrie, Chair.



BISA's Draft Statement to Cycling Safety Task Force.

Members may recall that a Cycling & Pedestrian Safety Task Force was instituted after the mass demonstration in May and calls from BISA for the Road Safety Advisory Council to address cycling safety issues. I and Mike Brisco have since been involved in discussions with this Task Force and have developed the draft statement of issues below. There is much detail to be added and we will do so with comments from Members and further thought and research. Bear in mind that this is a draft and we must get this right! Your comments are most welcome and should be addressed to me at chair@bisa.asn.au.

Key Safety Issues: BISA believes that the research that is available coupled with international and local experience clearly shows us that there are several key issues that need to be addressed to optimise cycling safety. There should be understood in terms of the '5-Es':- Expenditure - Engineering - Enforcement - Education - Evaluation!

These are initially summarised as:

- ensure that SA's road system is 'cycling friendly' and that there is an adequate measure of equity (between motorised and non-motorised transport) in the design and management of, and investment in all roads accessible for cycling.
- ensure that cycling has available an efficient, safe, comprehensive and appropriate network across the entire Metropolitan area, and indeed in all built-up and densely urban areas of the State. Particular emphasis is need for the creation of a comprehensive system of 'bicycle arterial' routes!
- ensure the creation and application of a 'cycling friendly' standard for all arterial roads across the State. Aust-Roads Part 14 is a good starting point, but the key to this is ensuring that all arterial roads be understood as being accessible to cyclists and therefore their safety and suitability needs critical consideration! This may result in all arterial roads receiving a 'cycling hazard classification' (similar to televisions 'R-rating'), informing the general public proactively what they may face if they cycle there, and also acting as a priority-setting process for focussing investment efforts in cycling facilities.
- ensure that urban speed limits are uniformly set and enforced to ensure maximum safety for vulnerable road

users (BISA recommends an arterial limit of 50km/h and a residential limit of 40km/h). This is perhaps the single most cost-effective, evidence-based and sufficiently validated measure that can be taken to maximise cycling safety!

- ensure that the potential of 'safety in numbers' is maximised by a focussed, cross-agency strategy aimed at maximising cycling (and other allied non-motorised or non-car forms of transport). An appropriate component of this strategy might be the creation of a 'GreenLink' system across the Metro Area!
- ensure a uniform set of standard measures are implemented whenever cycling routes cross arterial roads (eg; cycling refuges, marked roads, controlled crossings, appropriate speed limits, traffic calming etc)
- develop a 5 year budgeted plan to address cycling safety measures and recommendations.
- ensure that police have adequate and appropriate training in their obligations to support cycling safety as well as in enforcing appropriate cycling behaviour (experience suggests that many may be ill-prepared for both of these tasks!)
- ensure a review of the State's road traffic legislation to ensure that it adequately and effectively reconciles the far greater vulnerability of cyclists to potential injury in the road traffic environment. Ensure in particular that the possibility of establishing in law, driver's 'objective liability' towards cyclists and pedestrians is thoroughly considered.
- ensure that all cyclists (and especially 'returning' adult cyclists) have access to appropriate road safety training - perhaps along the lines of Tony Hasting's 'Drive to Live' programs.
- establish an appropriately funded permanent 'cycling safety' research function within DTEI (with commissioned project linkages with the UniSA 'Centre for Automotive Safety Research').

Sam Powrie



ARCHIVE ALLEY Hindsight runs rampant in BISA's Library

TEN years ago

Peter Newman, Associate Professor at the Murdoch University in Western Australia, wrote in the February 1995 issue of *Habitat Australia* that: "disaffection with the freeway is gaining momentum and forcing itself onto the political agenda. Paul Keating's recent statement about cities being destroyed by too many cars is an indication of the extent to which politicians now feel free to address such issues. The car is no longer a sacred icon and the freeway is no longer a symbol of progress – even in Australia."

FIFTEEN years ago

The Liberal Party (SA Division) stated in its *Cycling Policy* that: "Liberals guarantee that cycling will no longer remain a poor relation in transport planning terms. Bicycle access and safety programmes will be given a high priority – and they will be integrated into the mainstream of urban and transport planning to ensure cyclists are provided with continuous safe corridors."

The *Green Cities Handbook*, compiled in 1991 by Barker, McDermott, Downton and others, commented that: "Adelaide has been built to rely on the car so badly that, without it, it cannot function. Yet fossil fuels will not last. And fossil fuel addiction is not the only problem of this vast greedy monument to easy living. Turn off the taps and turn off the power to Adelaide for a few days in the middle of summer and we would soon find out where we really lived!"

TWENTY years ago

The S.A. Health Commission documented the 9,000 injury

cases that presented at the Modbury Hospital, Adelaide Children's Hospital and Family Practice Unit, Highbury over a six-month period. The results were reported in the *Injury Surveillance Bulletin* of August 1986 and included the following statistics:

- Bicycle accidents amounted to 5.5% of all cases.
- Bicycles were the most frequent cause of injury among children.
- Bicycles were the second most frequent cause of injury (after automobiles) among people generally.
- Of the victims of a bicycle accident –
 - 33% sustained a head injury.
 - 50% required medical attention beyond the initial treatment received.
 - 25% sustained a serious injury (i.e. concussion, fracture or eye injury).
- Of the cyclists injured –
 - 4% were wearing helmets at the time they were injured.
 - 50% occurred on a public road, 18% of which involved a second moving vehicle."



compiled by Alistair Powell



Brand New BikeDirect Maps Released!

TransportSA and the Office of Cycling & Walking have released a new set of BikeDirect maps! Readers probably all know that *Bikedirect* is Adelaide's bicycle route network, developed to provide a variety of options for cyclists with different needs and abilities. The network identifies main roads, bicycle lanes, local streets and off-road paths within the Adelaide metropolitan area.

Since the last print run in 2001 there have been a number of changes and many improvements. These are now reflected in a new set of 13 pdf web-based maps covering greater Adelaide from Gawler to Willunga and coast to the hills. The maps are each printable in a standard A3 or A4 format. Accuracy is improved, particularly for off-road paths. Print quality is better and users have an improved zoom option.

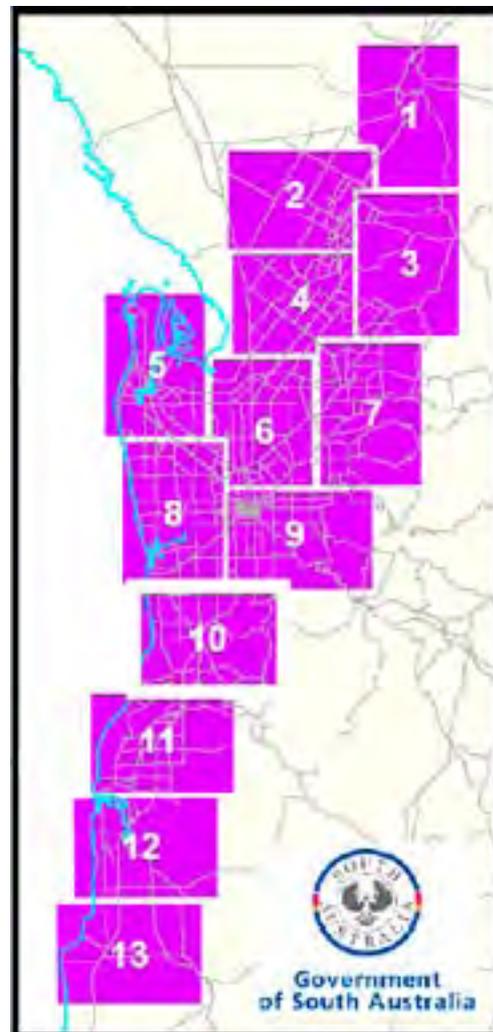
Other new features include five-metre contours, public toilets, a radius distance from Adelaide CBD and suburb location via an index. The new maps were developed by the Department for Transport, Energy and Infrastructure in conjunction with Planning SA.

The maps can be downloaded from: http://www.transport.sa.gov.au/personal_transport/bike_direct/maps.asp

Comments and feedback are welcome to: http://www.transport.sa.gov.au/contact_us/email_contact_form.asp

Hazards can be reported at: http://www.transport.sa.gov.au/transport_network/metro_roads/report_faults.asp

Road hazards on local roads should be directed to the relevant local Council.



Progress on signage for the River Torrens Linear Park

BISA has for several years been concerned at the lack of signage on the River, and at last things may be changing.

On 6 September BISA was invited to attend a meeting of the River Torrens Linear Park Trail Signage Plan Reference Group, at the Office of Recreation and Sport, Kidman Park.

The meeting was chaired by Phil Freeman (Rec & Sport) and was attended by several of the local councils along the Park, Greg Carmody from TransportSA, a representative from SA Water, and others.

Rec & Sport had obtained some State government funding to put together a River Torrens Linear Park Signage Plan, and there has been encouraging progress.

Their work over the past 2 years had resulted in a standardised design of sign, for use throughout the park, giving directions and information. The designs shown at the meeting seem likely to meet most cyclists' needs. BISA had some input into the design two years ago, when Kelly Ven surveyed cyclists using the park about what they wanted. The design is not yet finalised, but it seems likely, that the signs will be tall,

robust posts or boards, with information on all sides. They'll be placed throughout the park, giving fairly close coverage. The project is approaching the stage, of contacting the local councils along the park about installing the signs; and then of engaging contractors to do the work.

In the past, as BISA members know, there has been little action on signage, and constant complaints from cyclists who found themselves ending up on the wrong side of the river, or being shunted off the park into the side streets. The Linear Park passes through something like eight local council areas, and in my personal view, the slow progress was most likely due to the lack of agreement from the local councils, and also the lack of a State-level plan. Rec & Sport may have largely solved these problems, and it is good to see co-operation between them, other areas of State government, and also the councils, to put the signage in place.

All being well, we might expect to see signs up during 2006. BISA congratulates all those involved in the project for progress so far.

Michael J Brisco



It's Official! Bicycles can be as 'fast' as cars!

A report from the Australian Greenhouse Office has confirmed what most cyclists already know. In "Effective Speeds: Car Costs are Slowing us Down", Dr. Paul J. Tranter states that although cars have dominated transport planning in many western cities and appear to provide an unbeatable combination of independence, low cost and high speed, "there is a growing awareness that the supposed advantages of the car are...misleading.

The average Los Angeles motorist spends 93 hours each year in rush-hour traffic (Shrank and Lomax, 2004). That's nearly four days going nowhere. Even when cars are not stuck in

traffic jams, they do not provide us with 'independence'."

The report goes on to discuss the notion of 'effective speed' and related issues such as the real costs of reliance on the motor car and alternative ways of achieving 'high speed' transport, as well as the concept of 'social speed' - the average speed of a vehicle after hidden costs are considered. It comments that in terms of 'social speed', the bicycle can be faster than the car! For more of this interesting report go to:- <http://www.greenhouse.gov.au/tdm/publications/effectivespeeds.html>



BISA Bike Sticker Comp!

Fabulous prizes! Fame! Renown! Well some vouchers from Adelaide's best bike shops anyway!

Great plans are afoot for BUG-support and new-cyclist packs and freebies for members. We want to print about 5 great new BISA frame stickers and need your design ideas. They can be words or artwork! Sentiments can be conservative, moderate or 'vivre la revolution'! Whatever you think will convey a really great message about the joys and positive advantages

of cycling.

Just remember to think 'bike sticker' - space available is about 200mm by 35mm and the lettering needs to be read from a couple of metres away!

Send in your entries by the end of November to:

BISA Sticker Comp,

c/- GPO Box 792,

Adelaide, SA, 5000 or chair@bisa.asn.au



From the Treasurer

I would like to thank Laura Adele for looking after the books for me while I was away on my trip to Europe. I had a good time and it was made better by knowing that this task was

being very capably looked after for us. On behalf of myself and everyone, thanks Laura.

Ian Graham.



The 2nd Thinking on Two Wheels Cycling Conference

The 2nd Thinking on Two Wheels Cycling Conference will be held in Adelaide, Australia on Monday 16th January 2006 and will be hosted by the University of South Australia (UniSA). The venue for this conference is the Adelaide Hilton Hotel, the premier accommodation and function venue for the Jacob's Creek Tour Down Under six-day cycle race that starts the day after the conference.

"The emphasis of the conference is to promote cycling as a healthy, fun activity that can directly encourage a sustainable transport system, and healthy and sustainable lifestyle choices."

Registrations for the conference are now open. Registrations can be made by fax or on-line. Check <http://www.unisa.edu.au/nbe/news/twowheels/> or ring 8352 7099 for details



Preliminary BFA Conference Report Brisbane 2005

The conference was attended by approximately 150 delegates and speakers from all states and territories of Australia except possibly Tasmania and NT. Speakers from most states and America, Denmark and NZ were present. Two international speakers were stand out performers- Prof. John Pucher (Rutgers and Sydney University) and Troels Andersen of Denmark.

Recurring conference themes included:

1. English speaking countries have significantly higher rates of obesity and related diseases than other European or Asian countries.
2. There has been a generational change in the amount of physical activity-exemplified by substantially fewer children riding and walking to school and many more being driven.
3. The design of European cities has provided an environment and facilities much more conducive to riding and walking. There has been substantially greater investment in riding and walking infrastructure.

There was a considerable emphasis on best practice in Australia and many examples and programmes in place were discussed:-

- The walking school bus.
- The Victorian Ride to Work Day.
- Design details of WA cycling infrastructure and how projects are prioritized.
- A consultant Engineer ran a Saturday seminar attended by many council and Government people involved in building cycling infrastructure- including Brian from the office of Cycling and Walking in SA.

Some specific opportunities for BISA that were identified included:

- The Cycling Promotion Fund is keen to establish and maintain contact with BUGS in SA- I was able to advise that this would best be arranged through BISA.
- Ian Ker of ARRB consulting in his presentation touch on the methodology of assessing a proposal for a Rail Corridor Cycle way on the Eastern line in Perth. I have sought a copy of the report to Government and am hopeful of obtaining same to assist in developing our Port to City proposal.
- PedBikeTrans are very strong in Qld but struggling in Adelaide. I agreed to investigate if there was an opportunity for BISA to assist in maintaining this initiative in Adelaide. This requires discussion and follow-up.
- Ride to Work is being developed by Harry Barber of Bike Victoria as a national programme. Harry has some good ideas and if it gets off the ground it may be worthwhile seeking to be involved from the beginning. We could still consider our own event in January.
- A proposal to hold conferences annually was discussed at the BFA AGM as was a proposal to assist in ensuring international speakers visit all states. Professor Pucher is available and keen to do just that now.
- The BFA requests that BISA and BIKESA discuss what priorities we believe BFA should pursue this year and report back ASAP.

A CD will be available in a few weeks that will record the full conference proceedings. It will take me some time to fully reflect on what I have heard and seen. I plan to write a more detailed report in time for when the CD arrives.

Delegates were regularly exhorted to be brave and confident in promoting the cause of cycling. The world is moving our way for a host of reasons.

Richard Bentley



Richard and Miles Crawford at the start of the Brisbane to Gold Coast 100km challenge. They both took their cycles from Adelaide for the event



Brisbane Bicentennial Bikeway photos from Richard

Are you looking forward to the 2006 Jacob's Creek Tour Down Under?

Support the team backed by local knowledge - Team UniSA. Keep an eye on our website: www.unisa.edu.au/tdu for news updates throughout November. And, if you want to become an official Team UniSA supporter the opportunity to join the club will become available in late November! For just

becoming a supporter you have the chance to win official UniSA merchandise and go in the draw for some fantastic prizes.

For more information on becoming a Team UniSA supporter, email: sharna.mckenzie@unisa.edu.au



Bikes for Refugees Update

BISA's scheme to recycle unwanted bicycles is approaching its 2nd anniversary. To date, we have donated 160 bikes for refugees to use - cleaned, mechanically checked, safety checked, road tested, ready to ride. Recently the scheme received its 264th bike.

The scheme depends on volunteers to clean, check, repair, and test the bikes. A working bee at the end of September was well attended, but unlucky with the weather. By 11 am it was raining steadily and we called it quits. Nonetheless, we got 7 bikes finished. Thanks to all those who came along.

As the numbers show, we currently have a backlog of bikes. 30 bikes need cleaning and road testing; and another 25, mostly children's' bikes, need mechanical checks as well. So there will be another working bee soon!

The rest of the bikes ended up roughly as follows. We stripped and scrapped 30 bikes that weren't worth repairing. We sold 15 bikes to help pay for spares - cables, tyres, tubes, handlebar tape, brake blocks, etc. And there were 5 interesting bikes (a Flying Wedge, an adult trike, a velodrome bike, and a couple of historic vehicles) donated, which we're hanging on to, for the time being.

Most bikes go to the Australian Refugee Association on Henley Beach Road, to distribute where needed. Recently, I was also asked to supply a few bikes locally, to people who would be eligible for ARA help. This works out well: it saves them and us a trip to Henley and the new arrivals can visit my house, try two or three bikes, and choose one they like. There's an opportunity to meet people, to chat about cycling in Adelaide, and learn about cycling in other countries. I've occasionally helped with repairs too. This shows how the bikes are being used, and whether there are any systematic problems. Most problems have been punctures, which are



hard to prevent. However on a number of bikes, saddles and handlebars have slipped or turned under load - so in future we'll need to tighten the saddle, handlebar and wheel nuts, extra hard.

The scheme is still accepting donations of bikes in good condition phone Mike, 8365 7489.

Once again we thank:-

Clarks Cycles of Magill Road, Kensington Park - for providing spare parts at considerable discounts.

Jeremy Miller - who transports bikes to ARA, and looks after bike sales.

Alex Moncrieff - for a large donation of second hand parts from Pedal Prix, saving us \$\$\$\$.

LifeCycle Bicycles, Kensington Road, Norwood - for continued loan of a wheel jig

Everyone who came to the Working Bee; and everyone who keep us supplied with bikes.

Michael J Brisco



BUGS and BISA

Hi There

My name is Jeremy Miller and I was happy at the October BISA meeting to accept the committee position of Bicycle User Group co-coordinator. Essentially my role will be to foster channels of communication not only between BISA and the BUGs but within the BUG network, sharing ideas, stories and information.

What is a BUG I hear some say? Well.....read on!

A reasonably broad definition of a Bicycle User Group is that of a collection of cyclists focused on a local area, council or workplace who meet to foster, encourage to advocate for better facilities, conditions and recognition for cyclists in that area. As a BUG is essentially autonomous and self run, they can be anything that works. If you want to get involved with a BUG but are not sure how, check if you are close to any of the BUGs listed in the rear of Pedal Update. If not, perhaps you should consider getting together with other cyclists in your

workplace or council and starting one? BISA is here to help and has heaps of information and resources to get the ball rolling.

I also plan to establish an ad-hoc email newsletter to further disseminate general BUG information out to groups and members, to encourage a cross pollination of ideas and stories. If a BUG member wants to have a story included, they can email me via this BISA address bugs@bisa.asn.au The newsletter will include links to active BUG web pages, state and local government and interstate groups.

Hope to hear from you soon.,

Jeremy Miller.



Dear Editor

Interested to see that, yesterday (Aug 16), someone in Adelaide was imprisoned for 4 years for driving a motor vehicle in such a way to endanger the lives of 5 police officers.

It appears from the report that no-one was actually injured-

which of course is good.

What a contrast to the McGee case!

Regards, Libby Hotham



Progressing the Port/City GreenLink

BISA recently wrote to Patrick Conlon, Minister of Transport, reiterating our proposal and support for his creation of a 'GreenLink', running alongside the rail line from the City to Port Adelaide. A final proposal for this link, developed jointly with the Port Adelaide BUG, will be delivered to the Minister shortly (and placed on the BISA web site). BISA has also proposed that the Government consider the many opportunities that exist for a *Metro-wide* system of GreenLinks, using *all* of the City's existing rail reserves and similar spaces.

Last month I met with the Minister's staff to explain the concept and in particular, to outline the fantastic opportunity we now have to progress the project with the construction of a South Road 'underpass' and the redevelopment of the Actil/Cheltenham industrial and race course sites. I was very pleased at the positive response and interest the plan received!

Key points we have put to the Minister and his advisers have included:

1. A number of the transport-related challenges in the State Plan will not be achieved without significant investment aimed at actually *changing* transport behaviour! BISA recommends significant investment in transport infrastructure supporting increased use of Transport.
2. This sort of change often requires specific provision for changed transport behaviours and the practical demonstration of what is possible!

Seeing ordinary folk out cycling to work (for instance) has a great impact on those still stuck in their cars! And the great attraction of our proposed Port-City GreenLink for Government is that the financial outlay is likely to be minimal and entirely off-set by significant gains in health and environmental savings! Because the Port-City route follows established 'railway boulevards' for most of its length, only around 1.5km of bike path is likely to be required. The total cost for the 16km route may well be less than \$500k – 1M and the route could easily be developed in 2 or 3 quite coherent and functional stages.

We have also pointed out that in terms of political gain, direct public benefits and the development of public interest and support, this investment represents pretty good value for money and a very 'low risk' pre-election proposition! We have highlighted the success of the HCAT project in Sydney (the Hawthorn Canal Active Transport Route, see:

<http://www.massbug.org.au/twiki/pub/MASSBUG/HCAT/HCATfaq.htm>) which is in many ways comparable to this Port/City GreenLink. BISA believes that it makes a lot of sense for the Government to take this very similar opportunity to provide a major new sustainable-transport option for people on the Western side of the City.

The project would also offer the Government and public opportunities to come to terms with and address some of the key goals in the State Plan that require direct community participation:

- obesity and weight-related disease
- increasing physical activity as part of everyday travel
- reduction of G.H.G. emissions associated with car travel
- increased use of Public Transport (the Port-City route is right next to the rail line!)

We have pointed out that the GreenLink offers a major 'sustainability dividend', important given this Government's focus on reducing consumption and increasing sustainable activity. We called for the Minister to announce support for this GreenLink prior to the 2006 elections. Stay tuned!

Sam Powrie, Chair – BISA.



Buller Trc Cheltenham



**Readymade Race Course
Cycling Space**



How To Save For That New Bike

For all those regular commuters like myself, I recommend banking some or all of your weekly bus/tram/train fare into a separate bike account. This adds quickly and the results are plain to see below, my new Avanti Illusion was purchased on saving bus fares. I was not happy about the ride home in the rain first day out though. The "bike Account" can also be used to fund running repairs/parts/clothing etc.

Anyway, happy pedalling, and saving for that new bike,

Regards, Peter Sampson



**Peter on his
new bike**



From the Net

1. Bicycle sales boom in US amid rising gas prices:

See: http://news.yahoo.com/s/afp/20051001/sc_afp/usstormenergyenvironmentbicycles_051001131406

More bicycles than cars have been sold in the United States over the past 12 months, with rising gas prices prompting commuters to opt for two wheels instead of four. Not since the oil crisis of 1973 have bicycles sold in such big numbers, according to Tim Blumenthal, executive director of Bikes Belong, an industry association. "Bicycle sales are near an all-time high with 19 million sold last year - close to the 20 million sold during the oil embargo in the early 1970s." In a country where most of the population still relies heavily on cars, some 87 million people have climbed on a bike in the past 12 months, Blumenthal said.

2. Mayor Bloomberg: Take the Car-Free Challenge:

Transportation Alternatives, BISA's 'equivalent' in New York has announced a new speed study that finds 64% of Central Park drivers exceed the speed limit by 10 mph or more, placing other park users at great risk. On 24th Oct. hundreds of recreational park users will march on Central Park to ask the Mayor, Michael Bloomberg, for a three-month traffic ban during the Summer of 2006. With 100,000 petition signatures and support from dozens of civic, health, environmental and recreational groups, marchers invite the Mayor to "take the Car-Free Challenge". BISA notes that less than one third of Manhattan residents now own cars and over 150,000 cyclists make the trip to work there every day! Speed study: <http://transalt.org/press/releases/051021SpeedStudyPressRelease.pdf>

More information: <http://www.transalt.org/campaigns/cpark/rsvp.html>

3. NSW Road Traffic Authority Announces Fixed Speed Camera Evaluation:

See: <http://www.rta.nsw.gov.au>

The NSW R.T.A has announced that evaluation of this extensive trial of fixed speed cameras has found:-

- significant reductions have been measured in vehicle speeds, speeding rates and crashes.
- mean speeds along the speed camera sites fell by about 6 km/h, 12 and 24 months 'after' (adjacent mean speeds changed by relatively small amounts)
- large reductions in the percentage of vehicles exceeding the speed limit, and exceeding the speed limit by 10 km/h, 20 km/h and 30 km/h along the 'high crash' camera lengths.

In summary the key findings of the evaluation are that:-

- vehicle operating speeds (ie mean and 85th percentile speeds) fell markedly along the camera sites.
- crashes fell in a highly statistically significant manner in the camera lengths.
- crash reductions achieved through the Fixed Digital Speed Camera Program contribute to its economic merit.

The evaluation showed that reduced speeding is a mediating factor in the measured crash reduction within camera sites. This is consistent with the findings of numerous other lines of research that indicate that speeding is associated with increases in road trauma. This evaluation has shown that the approach adopted for deploying fixed digital speed cameras in NSW, which involves selecting sites based on a particular speed and crash history and prominently sign-posting them, has proven successful. The evaluation provides support for extending the Program across other similarly selected locations in NSW.



QUEENSLAND CYCLING PROJECTS

Recent announcements by the State Government regarding planned investment in cycle infrastructure in South Australia contrast markedly with the substantial commitments to supporting cycling elsewhere. The state that could lay claim to being Australia's 'cycling capital' courtesy of a mild climate, flat city topography and hosting the Tour Down Under, our paltry levels of investment are failing to capitalise on these advantages.

Readers should visit the news section of the Cycling Council website (<http://www.abc.dotars.gov.au/news/>

[gnsjul2005.aspx](http://www.abc.dotars.gov.au/news/gnsjul2005.aspx)) and compare the bold plans of Queensland over \$200 million dollars committed over 20 years plus \$120 million to cycling and pedestrian bridges and Western Australia to see that the South Australian commitment of \$1.45 million is an insult to South Australian cyclists and doesn't even begin to sound like a cycling strategy.

Australia lags half a century behind Europe in our commitment to cycling and while some states are making an attempt to catch up, South Australia does not seem to be among them.

Richard Bentley



Some existing Brisbane cycling facilities
Right Goodwill Bridge that carries 100,00 people per week, 10% cyclist photos from Richard



Contributors

Thanks to the contributors and proof readers for this issue, including:- Richard Bentley, Mike Brisco, Tom Eltridge-Smith, Helen de Martino, Pam Fisk, Ian Graham, Libby Hotham, Jeremy Miller, Alistair Powell, Sam Powrie and Peter Sampson

Cycling for Pleasure Rides

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

November 14 Evening Ride in Comfort

Meet Brighton Railway Station 06.00pm

Eric Ph. 8377-0639

November 20 Southern Hills

Ride to Blackwood from Noarlunga via Clarendon and Cherry Gardens. Meet at Noarlunga Station at 9.00am. The ride starts at Noarlunga Station and finishes at Blackwood Station. You will need to catch the 8.02 train from Adelaide. Get the train home from Blackwood or ride down the hill. NB: Lots of hills, some steep.

Eric Ph: 8377 0639 for more detail.

November 28 Evening Ride in Comfort

Meet Brighton Railway Station 06.00pm

Eric Ph. 8377-0639

December 4 Xmas Party

Our annual Xmas lunch this year will be at the Davies' residence. Meet at Victoria Sq at 10.00am for a short ride

Adelaide Touring Cyclists (formerly 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.

Nov 1 - Tuesday Touring

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 pm and 7 pm the Monday evening before to confirm the ride and arrange a meeting place.

Nov 3 - Thursday Rural Rides

PLEASE NOTE CHANGE OF START. For this Thursday only. Meet at Balhannah Oval At 10.00am.

Leader Liz 8390 1638,

Nov 8 - Tuesday Touring

Details as above.

Nov 10 - Thursday Rural Rides

Met at Woodside Pool Car Park at 10.00am. Usually a coffee stop. Some dirt on most rides but contact leader to be sure. BYO lunch. About 50 Km. Leader. Mary Ph 8263 7651

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

Nov 13 Perfect Series

Details to be advised: Contact Peter 0408 738 322

Nov 15 - Tuesday Touring

Details as above.

to West Beach. Anne will lead the ride

Ph: 8278 7321

December 12 Evening Ride in Comfort

Meet Brighton Railway Station 06.00pm

Eric Ph. 8377-0639

December 18 North Eastern Undulations

A New Zealand warm up. Undulations from the start, then more undulations. BYO lunch. 40km. Meet at Drage Reserve Carpark, Briar Rd, Felixstow at 9.00am.

Clive: Ph: 8264 8067

December 26 Evening Ride in Comfort

Meet Brighton Railway Station 06.00pm

Eric Ph. 8377-0639

January 1 New Years Day

Breakfast at Bryan and Judith's, then a shortish ride through the hills. Meet at 1 Bruce Rd, Rostrevor at 8.00am. Donation for breakfast.

Bryan Ph: 8337 5662

Check www.cyclingforpleasure.org



Nov 17 - Thursday Rural Rides

Leader. Trevor Ph 8370 8362

Nov 22 - Tuesday Touring

Details as above.

Nov 24 - Thursday Rural Rides

Leader Doug Ph 8389 7815, Please note all bitumen ride.

Nov 29 - Tuesday Touring

Details as above.

Dec 3 Moana Weekend Ride

Leaving unit 2, 3 King George Ave Somerton Park at 10am. Pack a lunch / nibbles to eat along the Veloway. Second pickup at the start of Veloway, Hungry Jacks. BBQs will be available for the evening meal so bring that sort of food if you fancy. Cabins available phone 1800 133 113. Sunday, back along the coast. Lunch at Christies café. Please let me know you are coming AND also if you are driving down and if you are prepared to take gear for those who like empty panniers. Lexia 8294 0709 or 0429 947 099.

Dec 6 - Tuesday Touring

Details as above.

Dec 11- Perfect Series

Details to be advised: Contact Peter 0408 738 322

Jan ?? - The Perfect Series

Details to be advised: Contact Peter 0408 738 322

ALL OTHER RIDES PLEASE SEE

WEBSITE www.adelaidetouringcyclists.org



Cycling for Pleasure Group and Adelaide Touring Cyclists 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.

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	Trudy Wellby		8372 8853
NRG-Flinders/TerraGas HQ	Gerry Velatis		8372 1904
Onkaparinga	Darran Hampstead		0403 312 447
Port Adelaide	Brian Acland	8242 0866	
Regency Inst of TAFE	Michael Southren		8348 4549
Stirling	Kath Cooper	8339 3049	
Transport SA	Peter Larsson	8364 5212	8226 8214
University of Adelaide	Environment Officer		8303 5182
Unley	Ashley Campbell	8297 6249	
Waite Campus, Uni of Adelaide	Jelle Lahnstein	8362 8223	8303 7260
Westpac TMC	Rod Munro		8369 1642
Women's and Children's Hospital	Kevin Duffy		8161 6455

Want something done/fixed/repaired on your local bike routes? For your voice to be heard, contact your local BUG!! If there isn't one, get one going!

BISA membership form:- Bicycle Institute of SA Inc., GPO Box 792, Adelaide SA 5001

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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1. 2005 Annual Hawke Lecture: A sustainable planet - a future for Australia. Greg Bourne, CEO, WWF-Australia (& ex-BP).

Is petrol pricing the tip of the iceberg? Greg: "We are in the red. We exceed Earth's capacity by 20%. We are creating a depleted planet with a quality of life to match. The new era that we must create together is a sustainable one. One in which we have a thriving economy, a thriving society and a thriving environment..." Can Australia become a world exporter of sustainability? This is the big challenge that Greg Bourne, former top executive in the oil industry, will throw down when he delivers the national 2005 Annual Hawke Lecture at the Adelaide Town Hall. FREE: Wednesday 9 November 2005, 5.15 for 5.30pm. Info & registration @ <http://www.hawkecentre.unisa.edu.au> or 8302 0215. Don't miss it!

2. BISA's Planning - Get Involved!

Over the next couple of months it's likely that the BISA Committee will embark on a fairly intensive process of strategic planning for 2006 and beyond. Early discussion has already focussed on key issues such as:-

- establishing a set of strategic aims and goals
- clarifying the strategies to which we devote our energies
- better describing our projects and the outcomes we're working on.

There are some great opportunities opening up for community-based cycling advocacy and we'll probably be seeking feedback from members as part of this process. If you'd like to offer comment to our planning processes check Pedal Update or even better, register with Laura to receive BISA's E-News at: membership@bisa.asn.au!



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